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9.30 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.30 p.m.... „ 15 „
12.30 p.m. to 2.30 „ ... „ 10 „
2.30 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.00 „ ... „ 10 „
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12.00 noon to 1.00 p.m.... „ 10 „
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TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3 A Local. a.m.	No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 23 Local. p.m.	No. 21 Local. p.m.	No. 25 Local. p.m.
CANTON (Tai Sha Tau Kok)	dep.		7.30		8.35		3.30				
FIEN LING	arr.		8.45		11.07		4.45				
	dep.		8.55		11.17		4.50				
Shum Chun	arr.		10.25		1.00		6.40				
	dep.	7.27	10.30	8.10	4.30	11.45	5.00	5.04	6.11	9.01	
Sheungshui	dep.	7.33		8.16	4.37	11.51	5.06	5.10	6.17	9.10	
Fanling	dep.	7.37	—	8.21	4.42	11.55	5.10	5.14	6.21	9.15	
Taipo Market	dep.	7.46	—	8.32	4.54	12.05	5.21	5.24	6.31		
Tai-po	dep.	7.52	—	8.37	5.00	12.09	5.27	5.29	6.35	9.26	
Shatin	dep.	8.04	—	8.50	5.14	12.22	5.40	5.42	6.48		
Sunmati	dep.	8.17	—	9.04	5.30	12.35	5.53	5.55	7.00		
Tsim Sha Tsui	dep.	8.23	—	9.10	5.36	12.41	5.59	6.01	7.06		
KOWLOON	arr.	8.26	11.10	9.13	5.39	12.44	7.25	6.02	7.09	9.55	

Week-days only, until Sept. 15th.

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local	No. 16 Local p.m.	No. 20 Local. p.m.	*No. 18 Through Express. p.m.	No. 22 Local p.m.	No. 24 Local. p.m.
Last Ferry leave	H.K.	6.25	7.55	9.05	10.15	11.45 a.m.	1.05	9.05	3.45	4.35	6.05
KOWLOON	dep.	6.55	8.10	9.30	10.33	12.01 p.m.	1.12	2.20	5.00	4.52	6.25
Hunghom	dep.	6.59	—	9.35	10.37	12.06	1.23	2.24	—	4.56	6.29
Yaumati	dep.	6.57	—	9.32	10.43	12.09	1.18	2.30	—	5.02	6.35
Shatin	dep.	7.09	—	9.46	10.56	12.23	1.40	2.43	—	5.14	6.47
Taipo	dep.	7.22	—	10.00	11.09	12.38	1.53	2.56	—	5.27	7.01
Taipo Market	dep.	7.28	—	10.07	11.15	12.38	1.57	3.03	—	5.33	7.06
Fanling	dep.	7.37	—	10.19	11.23	12.47	2.07	3.12	—	5.42	7.13
Sheungshui	dep.	7.41	—	10.23	11.27	12.50	2.11	3.15	—	5.45	7.18
Shum Chun	arr.	7.46	8.50	10.28	11.33	12.55	2.16	3.20	5.40	5.50	7.24
	dep.	—	8.55	10.30	—	—	—	—	5.45	—	—
FANLING	arr.	—	10.35	1.33	—	—	—	—	8.25	—	—
	dep.	—	10.40	2.16	—	—	—	—	8.30	—	—
CANTON (Tai Sha Tau Kok)	arr.	—	11.50	3.10	—	—	—	—	9.40	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
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Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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OUR LONDON LETTER.

HOUSE OF LORDS AND THE ANTI-DUMPING BILL.

THE WORLD SHORTAGE OF PAPER AT HOME AND ABROAD.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 29th.

Lord Balfour of Burleigh's Anti-Dumping and Protection of Special Industries Bill has been defeated in the House of Lords on the motion for the Second Reading. The result was achieved by a majority of one—22 voted for the Bill, and 23 against. The margin is a narrow one, but it is enough for the moment to satisfy our Free Traders both in Parliament and the country. The Lords' decision has not, however, finally disposed of the prospect of further anti-dumping proposals in the present session as some have fondly imagined. Mr. Bonar Law has promised, in reply to a direct challenge on the point, that a Bill will be tabled later on.

Last year legislative proposals somewhat similar in character to those rejected this week were introduced, but they were withdrawn in face of the storm that threatened the Government from different sections of the Coalition. Now the Lords have played the *rôle* of executioner in their own way by dumping the Bill back on Lord Balfour and his friends, including the Lord Chancellor, who is better known to fame as the versatile Mr. F. E. Smith.

It certainly required some amount of courage to introduce a Bill of this description just at present. The crying need of the country is—not to keep out goods, but to foster the freedom of trade in all directions and in every possible way. Years must elapse before there is the remotest possibility of the dumping of German or any other country's products here, because for years they will scarcely be in a position to satisfy the needs of their own stricken populations and sell enough abroad as well to keep the exchanges going. The Tariff Reform champions realised this; and they made no pretence of demanding protection against present ills which do not exist, but were merely concerned about possible conditions some years ahead.

But this was quite too much for the House of Lords, probably, because as the *Daily News* puts it, "there has been nothing like this proposal since the White Queen wept at the prospect of pricking her finger the day after to-morrow."

WOMEN AND PUBLIC SPEAKING.

The very latest development of the New Woman movement is a School of Elocution. It is about to be opened in the West End of London by Miss Marion McCarthy, wife of a college Don, and sister of Miss Lillah McCarthy, the actress. The chief object in view is to train women in the art of public speaking and debating, so that they may equip themselves for electioneering work, a branch of public activity in which the sex are becoming remarkably efficient. Women desirous of entering the legal profession are to be specially catered for; so are ambitious would-be lady M.Ps.

As regards the political women class, I hear that judging by the candidates for admission to the School of Elocution what they need chiefly is knowledge of political science and of affairs. It is all very well to learn how to declaim in sonorous periods, but it is far more important to be able to talk sense. I suppose Miss McCarthy cannot undertake to teach her students that.

THE CAVENDISH MARRIAGE.

A great deal of space has been given in the papers to the marriage of Lady Dorothy Cavendish to Mr. Harold Macmillan a few days ago; it was an extraordinarily brilliant Society affair. But the real point of note was not the setting of the picture with all the grandeur and embellishments that wealth and taste can give command, but the simple fact that this was the marriage of a duke's daughter to a publisher's son.

Fifteen or twenty years ago this would have provided a nine days' wonder, and would have been acclaimed as a sign that caste distinctions were disappearing. To-day nobody notices the fact. It fails to excite comment. The marriage is accepted by the most exclusive of Mayfair's high-born dames as an event quite in the ordinary course of things. Like the yet more exalted marriage of Princess Patricia to Commander Ramsay, these things are a certain indication of the way some age-long ideas have changed in recent times, and also the direction in which the current is setting.

THE PAINTED BABY.

A friend just returned from China after years of absence tells me he was surprised to see the craze for paint and powder among women and girls in London. Living here I suppose one forgets about it. One gets used to almost any departure.

But it is quite true the sex, from the irresponsible flapper to the lady of uncertain age, is "in the fashion" in this respect. There is no concealment, either. In a theatre where there used to be a fluttering of fans—to employ a phrase dear to the Mid-Victorian novelist one now hears a clicking of vanity bags being unfastened, and may see the inspiring and artistic dexterity with which Daughters of Eve powder their noses.

But it does not stop there. The other morning in the Park I saw a lovely girl baby with a nursemaid, and the child's eyes were outrageously kohled!

PAPER CRISIS.

Lord Atholstan, the Canadian newspaper proprietor, who is Chairman of the Imperial Press Conference to be held at Ottawa in August, is in London in connection with that important gathering. He was entertained at luncheon by the *Times* this week at Printing House-square, when a number of well-known people said agreeable things about the power and influence of the newspapers under British control at home and abroad.

To an interviewer Lord Atholstan stated that the chief question for discussion at the forthcoming Conference will be that of paper, the price of which has gone up literally by leaps and bounds. "Do you know," he said "Canadian mills are now selling to the United States paper at 210 American dollars (£52 10s. at present exchange) per ton." For comparison with this price it may be mentioned that the pre-war price of news-print averaged from £9 to 10 a ton.

According to Lord Atholstan, American publishers have of late bought in the Canadian mills to such an extent that they have practically secured control of these mills; and they are now after other mills. There has been an unprecedented boom in advertising in the State. The demand for publicity has been insatiable. The size of American papers has only been limited by mechanical capacity; and this enormous accession of business has enabled publishers to pay almost any price for paper, with the inevitable result that prices have soared.

HAT OF THE FUTURE?

It is bad enough to have American millionaire newspaper proprietors putting up prices against the world, as it were, but there is an even more serious aspect of the question. Lord Atholstan, who is in a position to know the actual facts so far as Canada and the United States are concerned, states that the supply of wood for pulp is within measurable distance of exhaustion. It cannot be very long, he says, before a new kind of material for paper making will have to be discovered. He strongly advices British newspaper publishers to send representatives to Canada to investigate the situation, because, if action is taken at once, "there is still time to save the situation for British newspapers."

I have dealt with this subject at some length, not only because this important pronouncement by Lord Atholstan confirms what I wrote recently about paper prices and shortage of supply here, but also in order to emphasise the fact that a world shortage of pulp for paper-making exists. Newspapers are admittedly an essential service in the life of every civilised community to-day, and the paper famine which is threatened is bound vitally to affect every part of the world.—H.B.

HOW TO MAKE GERMANY PAY

FRANCE AND THE BRUSSELS CONFERENCE.

The *Temps* observes that the political and military questions in regard to Germany with which the San Remo Conference will have to deal, would be simplified if means could be found to improve the economic situation of Europe. The paper, therefore, welcomes the initiative taken by the Council of the League of Nations in issuing invitations for an International Financial Conference at the end of May.

The purpose of the Conference being the impartial study of the existing economic conditions of the world, and not the adoption of any immediate practical solution, it is to be hoped that the United States will not refuse to take part, in an official or unofficial capacity, preferably the former. After pointing out that the present economic crisis of Europe results from the difficulty which all States, alike the victorious, the vanquished and the neutral, are experiencing in ascertaining their exact financial position, the *Temps* proceeds:—

Ultimately, everything depends on the German indemnity. So long as that remains entirely undetermined, both as to its amount and the method of its payment, there is such a gap in all the private and public accounts of Europe that nobody can make any valuable forecast of the future. The Brussels Conference is bound, therefore, to occupy itself with the question of reparations. But as soon as this inevitable necessity is realized, two apprehensions make themselves felt.

On the one hand, it is asked whether it is fitting to study the question of reparations in a conference where neutrals are sitting. It is, in fact, important that the Reparations Commission should conserve intact all the powers which it derives from the Treaty. It alone is competent to fix both the debt of Germany and the methods of its payment. But it is not a question of infringing the prerogatives of the Commission which would produce a veritable chaos and compromise immediately the work of economic restoration which should be the object of the Conference. On the contrary, it is a question of realizing the necessary conditions for giving practical effect to the decisions taken by the Commission.

GERMAN NEED OF CREDITS.

Germany cannot pay without working. She cannot work without credit. She cannot procure credit without a general agreement with which the neutrals must be associated. It is, moreover, the interest of the neutrals to be parties to this agreement, for they are themselves creditors and clients of Germany, and need to participate in the only international pronouncement that will enable Germany to recover her solvency and prosperity.

Another objection on grounds of principle is raised. It is said that if the Brussels Conference seeks to re-establish international credit, it will naturally be led to ask that the payments which Germany is to make each year shall be fixed immediately. The credit of Germany is null so long as the whole of her available resources is liable to be seized each year for the payment of a debt which takes precedence of all others, and obviously surpasses the present capacities of the debtor. It is, therefore, necessary that the Reparations Commission should fix an annual sum. How can it do that when it does not know the rate at which the resources of Germany will increase during the 30 years foreseen by the Treaty! In calculating at the present moment what Germany ought to pay, is there not a risk of making the calculation much too low!

The answer is simple. If it is necessary to fix now a minimum sum beneath which Germany's annual payments must not sink, there is nothing to prevent rates from being drawn up at the same time which will make the annual payment increase at the rate at which the resources of Germany increase.

The *Temps* concludes that France can go to Brussels without anxiety. The programme which safeguards her rights is in accord with the general interest.

THE COMMONPLACE.

It is one of the paradoxes of existence that the man who is without vision thinks everything commonplace but himself. He finds his work a dull routine; leisure spells boredom; people are either too vulgar or uninteresting—only he, himself, is blessed with personality or individuality.

It is a curious distemper of the soul. It makes a man more sightless than the blind.

And with this instinct for discovering the commonplace there is usually an accompanying tyranny. Everywhere one turns, the apostles of the commonplace can be found.

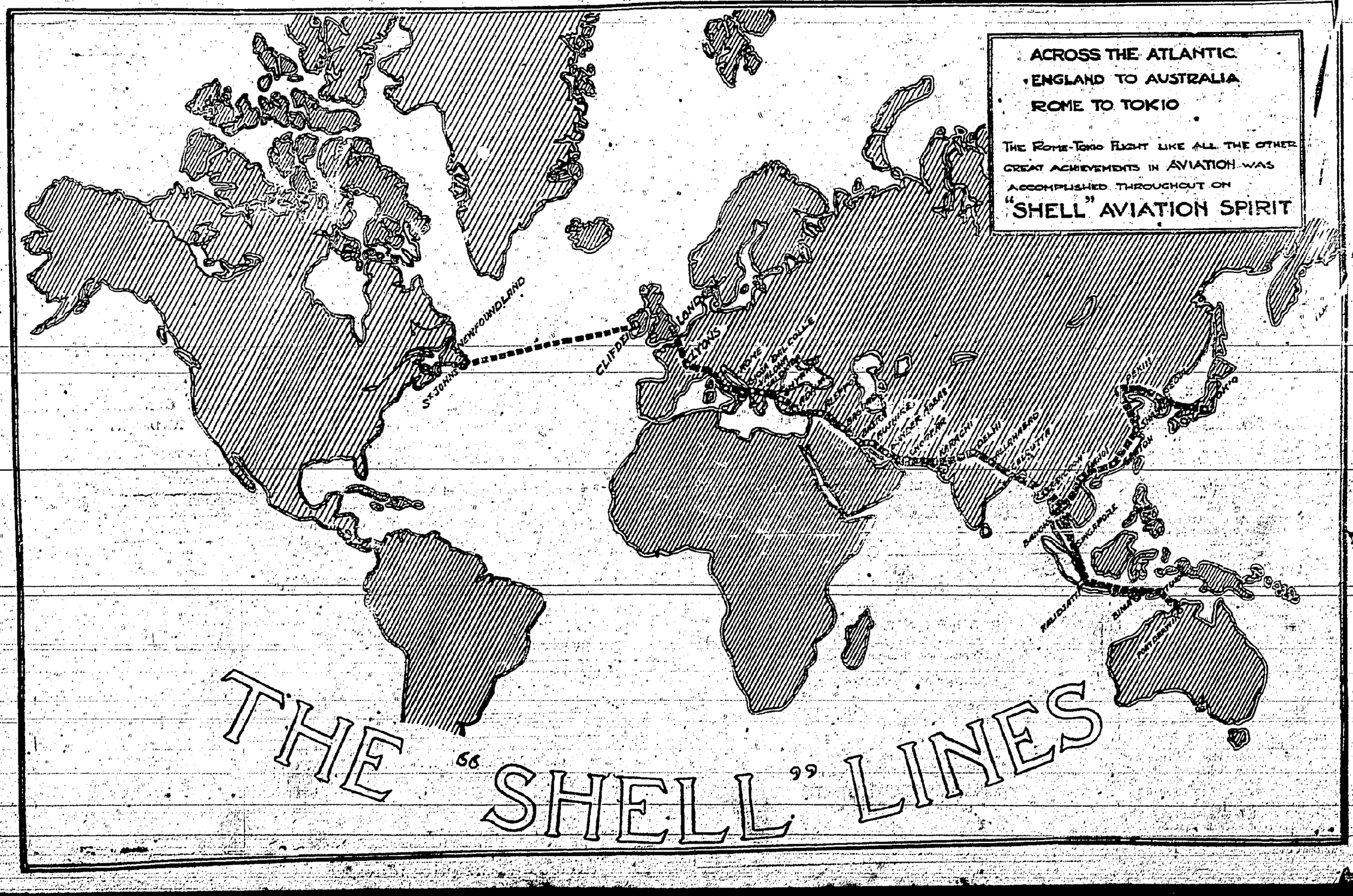
They invade the realm of art; they legislate for human beings; they dominate the theatre; they call themselves advanced thinkers; and brand all others as sentimentalists.

But—can *life* be commonplace?

As long as human emotions sway humanity, as long as spring succeeds winter, as long as life triumphs over death, this world can never be commonplace.

Before you think it so, make sure that life is not reflecting your own mind.—*Daily Express.*

According to a telegram from Prague, in the elections in Czecho-Slovakia held on April 18th, the figures for the Prague electoral area show that the Social-Democrats obtained 227,000 votes and 13 mandates, the Czecho-Slovak Socialists with 166,000 votes and eight mandates being second; the National Democrats, Dr. Kramarzh's party, obtained 150,000 votes and seven mandates, and the Agrarians 127,000 votes and six mandates. Among those elected are the Prime Minister, M. Tusar, and the former Prime Minister, Dr. Kramarzh. Dr. Benes, the Minister for Foreign Affairs who headed the list of the Czecho-Slovak Socialist Party, is elected with all the other Ministers, such as M. Svehla, Minister of Interior; M. Haberman, Minister of Education; Dr. Franko, Minister of Railways, and Dr. Winter.



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GERMAN ALLIANCE WITH TURKS.

VIEWS OF FIELD-MARSHAL HINDENBURG.

In his autobiography, instalments of which have been appearing in the *Daily Telegraph*, Field-Marshal Hindenburg deals with the German compact with Bulgaria and Turkey. As regards Bulgaria, he says:—"The alliance concluded between us and Bulgaria provided, in case of war with Roumania, for a return to our ally of that part of the Southern Dobrudja which had been lost in 1912, as well as for frontier adjustments in that region, but it said nothing about the assignment of the whole Roumanian province to Bulgaria. In accordance with this compact, as soon as the Roumanian campaign was virtually over we had handed over the original Bulgarian portions of the Southern Dobrudja to be administered by the Bulgarian Government, but established a German administration in the Central Dobrudja in agreement with all our allies. As a result of a special economic agreement on matters, this German administration worked almost exclusively on behalf of Bulgaria. The Northern Dobrudja, being in the zone of the armies, was controlled by the 3rd Bulgarian army there. As far as one could see, the matter seemed to have been arranged entirely satisfactorily. However, the satisfaction did not last for long.

The gauntlet was thrown down to us by the Bulgarian Minister-President. Even before the Roumanian campaign was over he had hinted to his Ministers the idea of the cession of the whole Dobrudja to Bulgaria, and represented the German General Staff as the obstacle in the way of these ambitions. The result was a strong political agitation against us. At first King Ferdinand had not agreed with the proceedings of his Government, but at length he felt himself compelled to yield to the general excitement. In the same way, at the outset the Bulgarian General Staff had not let themselves be drawn into the affair. They fully realised the danger of a new element of unrest being added to the political currents within their army which in themselves flowed strongly and diversely. However, before long, even General Jekoff felt that he could resist the pressure of the Minister-President no longer. The Bulgarian Government lost control of the movement they had started, and the outcome was a general political outcry against the German General Staff, an outcry which was mainly the work of irresponsible agitators, and had no respect for the relations between brothers-in-arms. The obstinacy with which certain circles in Bulgaria pursued this goal of their ambitions would have been better devoted to attaining our common aims in the war.

This incident betrayed the consequences of a defective side of our compact with Bulgaria. When that compact was made we had given the Bulgarians the most far-reaching assurances possible with regard to the aggrandisement of the country and the unification of the Bulgarian race. We should have only been able to give effect to these assurances if we had won a complete victory. Bulgaria, however, was not satisfied with these assurances. She was continually advancing fresh claims, without stopping to consider whether such a small State would be able, later on, to manage her new acquisitions politically and economically. Moreover, there was a direct military danger for us in these excessive ambitions. I have already said what a great military advantage it would have been to us to withdraw our line of defence on the western wing of the Macedonian front to the neighbourhood of Prilep. At the very suggestion of such a thing from our side, however, all political circles in Bulgaria joined in raising the most serious objections. They immediately feared that they would thus abandon all political claims to areas evacuated for military reasons. They preferred to risk a whole army rather than be responsible to their fellow-countrymen for the abandonment of what they called the "old Bulgarian town of Ochrida."

The perplexities of all these innumerable political problems and counter problems meant hours of thankless work for me and considerably increased my aversion to politics.

COMPACT WITH TURKEY.

The purport of our compact with Turkey was quite different from that with Bulgaria. As regards the Turkish Government, we had only pledged ourselves before the war to maintain Turkey's territorial integrity. Now the Turks had lost an important part of their possessions in Asia during the first two years of the war. A very heavy burden had thus been laid on our treaty obligations. It did not seem impossible that these unhappy failures would have a harmful reaction on the conduct of operations. The Turkish Government could base claims in this direction which we should possibly not be in a position to disregard owing to political reasons. In these circumstances, Enver Pasha's lofty conception of our common purpose and its decisive issues was of the very greatest value. Moreover, for the time being, the political views of the other Turkish statesmen seemed to offer a guarantee that Turkey's previous losses would not involve an excessive overdraft on our military account. We were thus certain that in case peace negotiations were opened, the Turkish Government would not tie us down to the strict wording of our compact, but would accept the recognition of a more or less formal suzerainty over a large part of the lost territory so long as we succeeded in finding a formula which would preserve the prestige of the present Government.

It was thus a very important task, both for our statesmen and our military commanders, to support the existing Ottoman Government; it would not be easy to find a substitute for Enver or Talaat Pasha, who were completely and absolutely loyal to us. Of course, this does not mean that we attempted to check political currents in Turkey which had an adverse influence on the military task of the nation within the framework of the combined operations. I am referring here to my previous remarks about the Pan-Islam movement. From the military point of view, it always tended continuously to deflect Turkey into wrong paths. After the collapse of Russia Pan-Islam sought its conquests in the direction of the Caucasus. Indeed, it cast its eye beyond them to the Transcaspian region, and finally lost itself in the distant areas of Central Asia, inspired by the fantastic ambition of uniting all men of its own culture and faith under the Ottoman sway. It was obvious that we should not lend military support to such political dreams, but that we must demand the abandonment of these far-reaching schemes for the sake of existing military realities. Unfortunately, all our efforts failed.

THE ARMENIAN MASSACRES.

The surprising revival of Ottoman military power and the renascence of her ancient heroism in this fight for existence also showed up the darkest side of Turkish domination. I mean her attitude to the Armenian portions of her Empire. The Armenian question embodied one of Turkey's most difficult problems. It affected both the Pan-Turkish and the Pan-Islam ideals. The whole world took a deep interest during the war in the methods with which the fanatical Turk attempted to solve it. Attempts have been made to associate us Germans with the horrible occurrences in the whole Turkish Empire, and, towards the end of the war, even in Armenian Trans-Caucasia. I therefore feel it my duty to touch on this question here, and, indeed, have no reason to pass over the part we played in silence. We never hesitated, both verbally and in writing, to exercise a deterrent influence on the savage and licentious methods of warfare which were traditional in the East, thanks to racial hatreds and religious animosities. We received soothing assurances from men high up in the Turkish Government, but were not in a position to overcome the passive resistance which was opposed to our intervention. For example, the Turks insisted that the Armenian question was essentially their own domestic concern, and were very sensitive when we referred to it. Even our officers who happened to be on the spot frequently failed in their efforts to secure some moderation in the acts of hatred and vengeance. The awakening of the beast in a man fighting a life and death battle and inspired by political and religious fanaticism forms one of the blackest chapters in the history of all times and nations.

Moreover, observers of neutral nationalities were agreed in their opinion that from the point of view of massacre, the contending parties, stirred as they were to their inmost depths, were just as bad as each other. This would be the natural result of the moral notions peculiar to races of this region, notions which seemed to be sanctified by the practice of the vendetta which still prevailed, or had only been out of date for a short time. The harm which was done by these massacres is quite immeasurable. It made itself felt, not only in the human and political sphere, but even in economic and military affairs. The number of the best Turkish troops who came to a miserable end by privation in the Caucasian mountain winters during the war, as the result of this policy of massacre against the Armenians, will certainly never be known. The consequence of this wholesale slaughter by every imaginable kind of privation was that another chapter was added to the tragic history of the brave Anatolian soldier, the very backbone of the Ottoman Empire. Is it the last?

HANDBAG NOVELTIES.

The newest handbag, strictly speaking, is not like a handbag at all, says the *Daily Express*. It is really similar to a flat letter case, with two minor pockets and an elastic loop between them to hold pencil or fountain pen. Really intended to be carried inside the muff, these models are most popular when made with a knitted wool cover lined with a contrasting silk, and adorned with raised woolwork flowers of many colours. Although they are attractive, they are not safe receptacles wherein to keep loose change.

Carved ivory animals or images mounted above the bag clasp or on the top of the umbrella stick are enjoying great vogue at the moment. These expensive finishing trifles will no doubt soon be superseded by fragile cameos.

Some leather and silk bags which came recently from Paris had beautifully carved shells cleverly inserted into the sides of the receptacles.

One admirable example, carried out in white panel velvet, with an ivory clasp and gold brocade lining, had for its single ornament a large cameo mounted in the old-fashioned heavy gold brooch frame which had completed it for many years.

NEW ASSISANT POLICE COMMISSIONER.

Mr. J. W. Olive has been appointed Assistant Commissioner in charge of the administration and organization of the Metropolitan Police at New Scotland Yard in succession to Brigadier-General Horwood. Mr. Olive, who has been connected with the Force for over 40 years, began his career as a constable stationed in Whitehall. After serving for some time in the "A" Division he was drafted to Great Scotland Yard where he passed through the various grades, finally attaining the rank of Chief Inspector. Some 17 years ago Mr. Olive was promoted superintendent, whereupon he took charge of the Thames Division. He remained there for two years, affecting a re-organization of the system under which the duties of the River Police are carried out, and was afterward transferred to the charge of the "X" Division. Eighteen months ago he was selected for the post of Chief Constable in charge of the North-Western District of London.

In his capacity of Superintendent and Chief Constable Mr. Olive has been associated with most of the correspondents which have taken place in the metropolis for many years past. On many occasions, also, he has been selected by the Commissioner to take charge of bodies of police sent out of the metropolitan area to assist their colleagues in the provinces.

SHAKESPEAR'S BIRTHDAY.

"OLD VIC" FESTIVAL.

That "married-minded man, our Shakespeare, every man's Shakespeare" was duly honoured in London on April 23rd on the 350th anniversary of his birth, and nowhere more fittingly than at the "Old Vic." Miss Lilian Baylis had prepared a veritable dramatic feast for her patrons, and to the honour of Shakespeare—and their own—many of our leading actresses and actors contributed to the banquet. Miss Ellen Terry made one of her very rare, and welcome, reappearances, and the casts included another famous actress in the person of Miss Genevieve Ward, together with Mr. Bourchier, Mr. Matheson Lang, Miss Sybil Thorndike, Miss Hilda Bayley, Miss Hutin Britton, Mr. Basil Gill, Mr. Charles Warburton, Mr. Russell Thorndike, Mr. Ernest Milton, Mr. Ivan Firth, Mr. Rupert Siddons, and the "Old Vic" repertory company.

The plays selected for the birthday celebrations were "A Midsummer Night's Dream," which was produced at the matinee; and, in the evening scenes from "The Merry Wives of Windsor," "The Merchant of Venice," "Henry VIII." "Macbeth," "Twelfth Night," "Love's Labour's Lost," "Antony and Cleopatra," "Cymbeline," "Hamlet," and "Henry V." Thus, although this selection, by no means represents the full list of the Plays which the "Vic" company have performed since last September, it is a fair indication of the splendid work which Miss Baylis and her hard-working company are doing. Of them it may be truly said that not only have they founded a "home" of Shakespeare in London, but they are as veritably running a "college" of Shakespeare to which students and lovers of the great plays and of great poetry and music generally are flocking in ever-increasing numbers. All the more credit is due to them, because it is not so long ago that, save for an occasional and brilliant Shakespearean production by Sir Herbert Tree or some other distinguished actor-manager, the lamp of Shakespeare was kept alight alone at the "Old Vic."

It is not, it is true, "the fairest theatre in all England" to look upon, as was claimed for the old Globe in Southwark in its day, but to whom of those present at the festival performance of "The Dream" did not the prosaic surroundings of the "Vic" fade "like far-off mountains that turn to clouds"? A more delightful presentation of the Comedy could not be asked for, and the audience owed a debt of gratitude to Mr. Russell Thorndike and Mr. Warburton for their production, as for their acting, to Mr. Wilfrid Walker for his simple but charming scenery, and to Mr. Charles Corrie for his arrangement of the Mendelssohn music. Nor must mention be omitted of the able acting of Miss Molly Veness and Mr. Neil Curtis as the Immortals, and of Miss Catherine Willard, Miss Doris Buckley, Mr. Shaw, and Mr. Jarman as the Mortals.

At the evening performance Miss Genevieve Ward elected to do the sleep-walking scene from "Macbeth," and perhaps the truest report that can be made of her electrifying performance is the simple statement that one entirely forgot that this "mother" of the stage in its noblest traditions has long passed the allotted three score years and ten. A rapturous ovation was accorded to Miss Ward. Equally enthusiastic and prolonged was the reception given to Miss Terry, who chose to recite Portia's "Quality of Mercy" speech, and who brought to its delivery so much of that beauty of voice that has enthralled her audiences in days gone by. Perhaps the next warmest reception was that given to Miss Sybil Thorndike and Mr. Bourchier, Mr. Gill, Mr. Lang, Mr. Dennis Neilson-Terry, and Mr. Ernest Milton each in turn offered his tribute in memorably acted scenes. It was a night of stirring memories.

MARY WINCHESTER.

A PICTURE OUT OF THE PAST.

The *Englishman* has recently been publishing brief accounts anent the child Mary Winchester, who was carried away into captivity from a tea-garden in Cachar on the borders of Lushai land during 1867-68.

At this late day (writes a correspondent to the same paper) I do not recollect whether a separate Punitive Expeditionary Force started from the Cachar direction, but such a Force under command of Colonel Roberts, (afterwards Lord Roberts of Kandahar) I remember quite well left Chandragoonah, the then Headquarters of the Chittagong Hill Tracts, while I was Assistant Superintendent of Police there.

My connection with this expedition consisted in impressing big gangs of wild half-civilized men for transport service by road and river with the Expeditionary Force, and an unpleasant and trying business it was.

On hearing that a military Force was approaching, the Lushais were alarmed, and cleared out their fastnesses. At the same time they released all their captives in the jungle, to find their way home as best they could in the trackless Forest.

A Gurkha Subadar, attached to Colonel Roberts' force came across in his wandering a small party of fugitives with whom was the little child Mary Winchester. He promptly took possession of her and brought her in his arms the whole way through the dense forest into Chandragoona shortly after the expedition had started.

I now took a photograph of the child, sitting on the lap of the Gurkha Officer in a "tonjon" (a sort of sedan chair carried on the shoulders of men). A copy of this photograph I made over to Colonel Roberts who I understand made it over to one of his staff officers to send to England to a publishing firm when a wood-cut of it was taken and appeared in one of the periodicals of the day. (A reproduction of this wood-cut is printed.)

Mary Winchester was four or five years old when I took her photograph. She was sent to Scotland when rescued to her father's family, and was being well educated and looked after. If alive now, she must be nearly sixty years of age.

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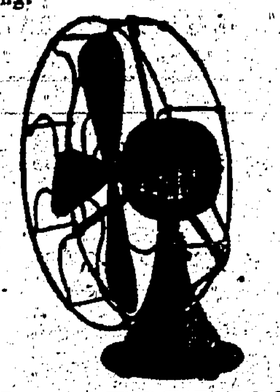

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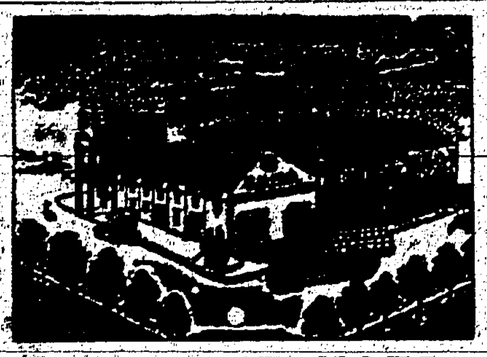

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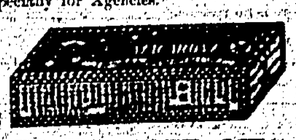

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HONGKONG'S POLICE STATISTICS.

INCREASE IN SERIOUS OFFENCES.

The following extracts are from the report of the Captain Superintendent of Police for the year 1919:—

SUMMARY OF CRIME.

The total of all cases reported to the Police during the year 1919 was 10,542 as against 8,449 in 1918 being an increase of 2,093 or 24.77 per cent. The average of the last five years is 9,855.6.

In the division of these cases into serious and minor offences, there appears an increase, as compared with 1918, of 958 cases or 26.77 per cent. in the former and an increase of 1,135 cases or 23.31 per cent. in the latter.

The increase and decrease as compared with 1918 in serious offences are shown as follows:—

Increase.	
Murder	7
Robbery	28
Burglary and larceny from dwelling	28
Assault with intent to rob	2
Offences under the protection of women and girls ordinance	32
Unlawful possession	184
Larceny	606
Other felonies	74
	959
Decrease.	
Kidnapping	1
	1
Nett increase	958

MURDER.

3.—Thirty-one murders were reported to the Police during the year as against 24 in 1918.

In connection with 17 of these reports no arrest was made, and in the remaining 14 cases, arrests were made. In 7 cases convictions were obtained (11 persons of whom 10 were convicted and 1 discharged). In 7 cases there was no conviction (12 persons).

MANSLAUGHTER.

4.—Four manslaughters were reported to the Police during the year, and the same number of manslaughters was reported in 1918.

In connection with one of these reports, no arrest was made, and in the remaining 3 cases arrests were made. A conviction was obtained in one case (1 person). In two cases there was no conviction (2 persons).

GANG ROBBERIES.

5.—Seventy gang robberies were reported to the Police during the year as against 43 in 1918.

In 49 cases no arrest was made; in the remaining 21 cases, arrests were made. In 16 cases convictions were obtained (33 persons of whom 31 were convicted and 2 discharged). In 5 cases there was no conviction (7 persons).

STREET AND HIGHWAY ROBBERIES.

6.—Nineteen street and highway robberies were reported to the Police during the year as against 27 in 1918.

In 15 cases no arrest was made; in the remaining 4 cases arrests were made. In all of these four cases convictions were obtained (5 persons all of whom were convicted).

ROBBERIES ON BOATS AND JUNKS.

7.—Eight cases of robbery on boats and junks were reported to the Police during the year as against 14 in 1918.

In 7 cases no arrest was made; in the remaining case arrests were made. In this case a conviction was obtained (5 persons all of whom were convicted).

ROBBERY WITH VIOLENCE.

8.—Eighteen cases of robbery with violence were reported to the Police during the year as against 5 in 1918.

In 17 cases no arrest was made; in the remaining case arrests were made. In this case a conviction was obtained (2 persons both of whom were convicted).

OTHER FELONIES.

9.—Under this heading are comprised the following:—

	1919.	1918.
Cutting and wounding	31	24
Demanding money or goods with menaces	26	2
Embezzlement	34	28
Forgery	13	13
House-breaking	65	60
Receiving stolen property	69	54
Child-stealing	17	15
Rape	2	2
Aiding and abetting in a robbery	—	1
Abominable offences	—	1
Throwing corrosive fluid	1	—
Falsification of accounts	1	—
Attempted arson	1	—
Shooting with intent to maim	1	—
Shooting with intent to kill.	3	—
Shooting with intent to prevent lawful apprehension	1	—
Attempting to shoot with intent to prevent lawful apprehension	—	1
Wounding with intent to murder	3	—
Attempting to murder	1	—
Attempted robbery	1	—
Accessory after the fact of murder	1	—
Wounding and causing grievous bodily harm	3	—
Uttering forged bank notes	1	—
	275	201

The number of cases in which convictions were obtained was 125 as against 73 in 1918.

GAMBLING.

10.—One hundred and forty-three gambling warrants were executed during the year as against 87 in 1918. There were 2 cases in which no conviction was obtained.

Seventeen were lottery cases, compared with 6 in 1918.

PROPERTY REPORTED STOLEN AND PROPERTY RECOVERED.

11.—The estimated value of property stolen during the year was $370,710.17 as against $295,301.00 in 1918, an increase of $75,417.27.

The average for the last five years is $283,715.37, an increase on the average reported in 1918 of $36,129.18.

The value of property recovered during the year was $36,089.51 as against $41,847.13 in 1918, a decrease under property recovered on the previous year of $5,757.62.

MENDICANTS.

18.—During the year 1919 thirty-two beggars were dealt with by the Magistrate, and 816 were sent to Canton as follows:—

How often sent away:	Canton.
Once	803
Twice	13
Three times	7
Four times	2
Six times	1
Total	816

DEPORTEES AND VAGRANTS.

20.—1,088 persons were banished from Hongkong.

792 persons deported from Straits Settlements were sent on by the Police.

2 persons deported from British North Borneo were sent on by the Police.

334 vagrants received from Straits Settlements were sent on by the Police.

261 vagrants were received from Dutch East Indies and sent on by the Police.

1,230 vagrants were received from Saigon and sent on by the Police.

41 coolies were received from Straits Settlements and sent on by the Police.

1,744 persons were discharged from Victoria Gaol and entered in Police Criminal records.

LICENCES.

21.—The following licences were issued during 1919:—

1,150 Hongkong Jinrikishas.
1,138 Private Jinrikishas.
600 Kowloon Jinrikishas.
52 Sze Kap Cha Jinrikishas.
800 Hongkong Chairs.
340 Private Chairs.
60 Hill District Chairs
31,189 Drivers and Bearers.
1,273 Truck Licences.
102 Motor Cars (Livery).
178 Motor Cars (Private).
350 Motor Car Drivers
168 Motor Cycle Licences.
177 Motor Cycle Drivers.
3 Auctioneers.
4 Licences to store Acetone.
5 Billiard Tables or Bowling Alleys.
24 Licences to store Calcium Carbide.
2 Licences to store Chlorate Mixture.
3 Licences to store Chlorate of Potassium and other Chlorates.
8 Licences to store Compressed Oxygen.
100 Licences to store Detonators.
7 Licences to store Dissolved Acetylene.
8 Distillery Licences, (Old Territories).
25 Distillery Licences, (New Territories).
100 Licences to store Dynamite.
58 Licences to store Ether and Alcoholic Liquids.
255 Licences to shoot and take Game.
0 Licences to store Gunpowder.
12 Licences to store Kerosine Oil, (in Godown).
1,211 Licences to store Kerosine Oil, (Ordinary).
79 Licences to store Kerosine Oil, (New Territories).
34 Marine Stores.
215 Money Changers.
25 Licences to store Naphtha and Benzine.
47 Licences to store Naphtha, (in Garage).
2 Licences to store Nitrobenzine or Oil of Mirbane.
109 Pawnbrokers.
6 Licences to store Petroleum in bulk.
2 Licences to store Petroleum in fuel.
2 Licences to store Phosphorus.
6 Licences to store Rockets.
27 Poison, (Wholesale).
275 Spirit, (Chinese, Old Territories).
87 Spirit, (Chinese, New Territories).
31 Licences to store Sulphuric Acid and Nitric Acid.
6,345 Hawkers.

DOGS ORDINANCE.

22.—2,004 dogs were licensed during 1919.

3 watch dogs were licensed free of charge.

212 stray dogs were impounded, 98 were sent to the Dogs' Home and 114 were destroyed.

ARMS ORDINANCE.

23.—Three licences to import and deal in arms and ammunition and one licence to deal in Sporting Arms and Ammunition were issued during 1919. During the whole year a Proclamation has been in force prohibiting the export of warlike stores from the Colony.

The following Arms and Ammunition were confiscated during the year:—

	Rounds.
Winchester Rifles	12
Automatic Pistols	29
Mauser Pistols	23
Revolvers	86
Shot-gun	1
Winchester Rifle Ammunition	10,812
Automatic Pistol Ammunition	18,972
Mauser Pistol Ammunition	5,913
Revolver Ammunition	18,458
Shot-gun Ammunition	*Nil.*

IDENTIFICATION BY FINGER IMPRESSIONS.

Number of searches 5,136—an increase of 1,251 over 1918.

Number of persons identified by finger prints 1,378—an increase of 328 over 1918.

Number of prints filed 5,045—an increase of 1,650 over 1918.

Number of persons convicted for returning from banishment 94—an increase of 25 over 1918.

Number of persons identified by finger prints for breach of Market Ordinance 205—an increase of 97 over 1918.

CONDUCT.

27.—The conduct of the European Contingent (average strength 159) was good. The total number of reports against them was 45 against 15 in 1918. There were three reports for being drunk or under the influence of drink as against one in 1918. Four were reported for sleeping on duty as against two, and five for neglect of duty as against one.

(Continued at foot of next column.)

COMMANDMENTS OF GOD.

THE CHRISTIAN STANDARD.

The Rev. H. Copley Moyle, who preached yesterday morning at St. John's Cathedral, took for his text:—

"Beloved let us love one another; for love is of God: and everyone that loveth is born of God and knoweth God. He that loveth not, knoweth not God." (1 St. John 4.7). He said:

The first part of the Christian year emphasises the chief facts of our belief, leading us from the Birth of Christ through the various events of His life and death to His resurrection, at Easter, then at Whitsuntide we are taught of God's presence with us now by the Holy Spirit, and Trinity Sunday closes the festal part of the year. To-day we begin the second half of the Christian year and between now and next Advent we have brought before us in the collects, Epistles and Gospels, the virtues and duties of the Christian life. To-day our attention is directed in the collect, and in the Epistle and Gospel to the need of love. The Collect prays that "in keeping of thy Commandments we may please Thee." What are the commandments of God? I suppose that many people if asked that question would reply "The Ten Commandments." But that is the answer of Judaism rather than of Christianity. Our Blessed Lord has given us a standard which is immeasurably higher than that of the Decalogue. When He was asked which was the most important commandment He did not mention one of the Ten but He said "Thou shalt love the Lord Thy God with all thy heart and with all thy soul and with all thy mind, this is the first and great commandment and the second is like unto it, Thou shalt love thy neighbour as thyself; on these two commandments hang all the Law and the prophets." To love God and to love one's neighbour is much harder than to keep the ten commandments in their literal meaning, and love implies the keeping of all the commandments, for if you love God you will naturally keep the commandments which refer to Him and if you love your neighbour you will equally of course keep the commandments which refer to him. I think many people have come to believe that our Prayer Book reformers made a very unfortunate mistake when they inserted the Ten Commandments at the beginning of our Communion Service, for it must suggest to many people a Judaic rather than a Christian standard of life. When a man hears the prohibitions against idolatry, blasphemy, murder, and adultery he is inclined mentally to pat himself on the back and think "I have kept all these commandments," and so the hateful Spirit of Pharisaism is encouraged. But when he hears our Lord's version of the commandments he cannot but feel that he has failed miserably to reach the high standard of life which Christ has set before us and he must perforce say "God be merciful to me, a sinner." And another reason why it is unfortunate to have the Ten Commandments recited in the public service of the church is that they bear unmistakeable signs of having been amplified by later Editors. As the commandments were given by God to Moses they were probably quite short, as some of them are still, but they have in some cases been amplified. The fourth commandment for example in the version in the book of Exodus with which we are most familiar, gives as a reason for observing the sabbath day that "in six days the Lord made heaven and earth the sea and all that in them is and rested the seventh day, wherefore the Lord blessed the seventh day and hallowed it." In the other version of the Ten Commandments which is given to us in the book of Deuteronomy, quite a different reason is given for the observance of the sabbath. There we read that the sabbath is to be observed in remembrance of the deliverance of the Israelites from Egypt and no mention is made of the creation. "Thou shalt remember that thou wast a servant in the land of Egypt, and the Lord thy God brought thee out thence by a mighty hand and by a stretched out arm, therefore the Lord thy God commanded thee to keep the sabbath day." It is therefore now generally agreed by Biblical scholars that the origin of the 4th commandment was some quite short sentance like, "Observe the sabbath day to keep it holy" and that this has been amplified by later writers who have endeavoured to add to its force by giving reasons for its observance, reasons which may have been quite cogent in old days, but which are absurd in our eyes, as no educated person to-day believes the world was made in six days. Yet the fact that this commandment is repeated in the form given in the book of Exodus not unnaturally leads people who hear it to believe that the Christian faith requires them to believe that the world was made in six days." It was only lately that I was talking to an educated man who thought that Christians were expected to believe this, and who gave this as a reason for not attending public worship. If we remember whenever we hear the Ten Commandments that they are to be understood by us in the sense in which they are explained in the Duty to God and our neighbour in the Church Catechism, it might be well to hear them but given in their present form they are in the matter of the creation misleading, and suggest a standard of life very far below the standard of love to God and our neighbour which our Lord has enjoined upon us. "Beloved, let us love one another, for love is of God and everyone that loveth is born of God and knoweth God. He that loveth not, knoweth not God, for God is Love." Every Christian ought to be a centre of love from whom there radiates off the power of love as heat streams forth from red hot iron. But how few Christians are like that. Now and again one comes across such a follower of Christ, a man or woman truly on fire with love, but one is sadly bound to confess that such are rare exceptions and not the ordinary type of Christian life. Ask the man in the street "What is Christianity?" and he will probably tell you that it means not doing this that and the other and going to Church on Sunday. If we Christians had lived as we ought to have done there could be but one answer and that would be "Christianity means love for God and man." Let us try to be more loving. As we go out into the world we find what we look for in others and we see in them what we are in sympathy with. If you go out into the world full of suspicion, expecting the worst of everybody you will probably get it. But if you go out into the world determined to see the best in everybody you will not be disappointed, for you will find that in everybody there is much good if only you can touch the right spot. That is what Christians ought to do, to draw out of everyone the best that is in them. That is what Christ did. He spoke to Zaccheus, a tax-gatherer who had robbed people, and Zaccheus promptly gave half his fortune to the poor and promised to restore fourfold what he had unjustly extracted. If we go out into the world in the spirit of envy, jealousy and pride, we shall find those things in abundance all around us, but if we go out in the spirit of love we shall find love in the hearts about us. If you want a man to hate you, hate him; but if you want a man to love you, love him. What you expect you are sure to get. Expect people to like you, to be polite, courteous, considerate, and you will find them so, but expect them to be rude, unkind and objectionable and you will certainly find what you expect. Let me give you an illustration of what I mean. I was talking to a man the other day. (I hope he will forgive my using the story if he hears this) and he told me that he was about to come to Hongkong on a Japanese boat when he met a man who had just travelled on the same boat. The man told my friend that the boat was most uncomfortable, the food was bad, the attendance was wretched the waiters were rude and careless and the officers dictatorial and offensive. My informant judged that the man was himself somewhat overbearing but still went on board expecting to make the best of any unpleasantness. He found the boat extremely comfortable, the food excellent, the waiters and stewards most polite and attentive and the officers perfectly courteous and ready to do all they possibly could for the comfort of the passengers, and though he had travelled a great deal he never had a more comfortable and enjoyable voyage.

If we would get the best out of people we must expect the best of them, and we must show the spirit of love in our words and acts. Very often people fall into careless methods of speech about other nations which do much to promote national and racial bitterness. It may be thoughtlessness or it may be a stupid desire to assert a fancied racial superiority which makes some people speak of "niggers" and "chinks," but those who use such expressions had better stay in their native land and not come abroad where they do, perhaps unknowingly, much harm. It is the little things which show a man's disposition, and little things have often grave consequences. If you show contempt for a nation you cannot expect that nation to honour you. I well remember the feelings which were aroused on one occasion in a number of people of whom I was one, when we heard ourselves spoken of as "blasted Britishers." Courtesy to all men is an essential consequence of love.

My friends, we all fall short of the standard of love that Christ has set us, but let us be ever setting ourselves anew to acquire more of that power of love which is essential to the Christian, and let us resolve to find what is loveable in all those with whom we come in contact, of whatever race or creed or colour they be, and in so doing we will promote the glory of God and add to the peace of the world.

One European Lance Sergeant was convicted at the Criminal Sessions for rape, and one European Police Constable was convicted by the Police Magistrate for misconduct as a Police Constable. Both were dismissed from the Force.

The conduct of the Indian contingent (average strength 477) was good. There were 230 reports as against 262 for the preceding year. For drunkenness there were 5 as against 5, for disorderly conduct 32 as against 24, for neglect of duty 33 as against 23, for absence from duty 75 as against 44, for gossiping and idling on duty 30 as against 60, and for sleeping on duty 15 as against 24. 314 men had no report. Two Indian Constables were convicted by the Police Magistrate for misconduct as a Police Constable and were dismissed from the Force.

The behaviour of the Chinese Contingent (average strength 412) was fair. There were altogether 1,056 reports as against 1,217 in 1918. For drunkenness there was none as against none, 81 for sleeping on duty as against 136, 38 for disorderly conduct as against 19, and 476 for minor offences as against 536. 147 men had no report.

Fourteen (14) Chinese Constables were convicted by the Police Magistrate (11 dismissed from the Force), 3 for demanding money with menaces, 3 for misconduct as a Police Constable, 1 for gambling, 1 for giving incorrect evidence in Police Court, 1 for assault, and 5 for neglect of duty.

The seamen, coxswains, engineers and stokers (average strength 160) had 114 reports as compared with 232 for last year. For drunkenness there was none as against none in 1918, and 89 for absence from station and late for duty as against 177 in the previous year. 101 men had no report recorded against them. One engineer was convicted by the Police Magistrate for [illegible] of kerosine oil (dismissed from the Force).

AVIATION IN HONGKONG.

SUCCESSFUL FLIGHTS ON SATURDAY.

H.E. THE GOVERNOR MAKES HIS FIRST TRIP

Saturday's flying exhibition was a thorough success. Three machines came from Macao and Capt. Ricou was able to satiate the desire of many local residents who wanted to experience the sensation of a first flight. Repulse Bay and the beach presented a very animated sight, for there were a large number of launches and motor boats crowded with visitors who came specially to witness the flying while many others took advantage of the fine afternoon to have a dip in the sea. Not the least interesting of the visitors were two dragon boats from Aberdeen, who, after the flying exhibition, had a race. This event created great excitement among the many Chinese on the beach and was the cause of much amusement to those visitors who had not previously witnessed a dragon boat race.

Two of the machines in use on Saturday carried one passenger each, while the other, the "H.S. 2," carried two passengers. The "H.S. 2" was the machine that had run so satisfactorily on Thursday, when, among those who went up, besides those we have already mentioned, were Mr. C. H. Blason, Mr. Burn, Mr. Winterson, Capt. Mathinsen, Mr. S. K. Ko, Mr. S. C. Shum, Mr. Chang Hon Chow and Mr. H. L. Low.

SATURDAY'S FLIGHTS.

The first machine to take the air on Saturday was the "H.S. 2," carrying, as passengers, Mr. Robert Yip and Miss K. L. Lin. The latter, incidentally, was the first Chinese lady to fly in Hongkong. She came back on shore in a state of great excitement, having obviously enjoyed the novel experience, for she seemed quite anxious to get another ride, this time in a single machine. The big machine made several trips out, amongst those who went on her being Mr. H. B. L. Dowbiggin and Mrs. Hall, Dr. and Mrs. W. W. Pearse, Mr. Guy Haywood and Miss Rosser, Messrs. D. Templeton and Capt. Leitch, Mr. T. O. Wilken, and Miss Simmons, Sir Ellis Kadoorie and Mr. F. E. Joseph, Mr. A. W. Gibson and Mrs. Darrschmidt, and Messrs. S. Y. Chan and Wong Siu Woon.

The two smaller machines took the air no less smoothly than the big one. They had an advantage in that they could start right from the shore. Mr. D. K. Blair was the first to make a trip on one of the small machines on Saturday, and his example was followed later in the afternoon by Messrs. J. W. Kew, W. E. Van Eps, R. P. Thursfield, Mrs. R. P. Thursfield, Mr. Wm. E. Atwater, jr., Mr. M. R. de Journel, and Mr. Dunbar. All who went up had but one verdict—that it is a great experience. They appreciated the skilful manner in which the machines were piloted, and were satisfied that the risk is negligible in ordinary conditions of the weather.

H.E. the Governor made his first flight on Saturday in the "H.S. 2." His Excellency arrived shortly before 4 p.m., attended by Capt. McGrath, A.D.C., and accompanied by Col. and Mrs. Young and Miss Young. He was welcomed by Capt. Ricou, Managing-Director of the Macao Aerial Transport Co., and Mr. F. J. Gellion, manager. He was taken up by Capt. Ricou and was in the air for about half an hour. Back on shore again His Excellency congratulated Capt. Ricou on his enterprise and wished the Company success. He expressed himself as quite satisfied that there was very little risk indeed in the seaplanes as piloted by the Company's trained men.

Thanks to the courtesy of Capt. Ricou and Mr. F. J. Gellion, representatives of the four English daily newspapers in Hongkong had the pleasant experience of a first flight. Mr. A. L. Andree, of the *Daily Press*, has the pleasure of testifying that it was a most enjoyable trip, his chief sensation at the end of it being that he wanted some more. The reporters were out over ten minutes, and they are all more than satisfied that it is as safe, indeed, safer, to travel on one of Capt. Ricou's seaplanes than in a motor-car round the island, for again the air there are no sharp corners or treacherous embankments, no risks of collisions or of running into Chinese urchins. A trip in one of Capt. Ricou's seaplanes is a thrilling experience for the man or woman going up for the first time, but there is nothing to fear. Even if a seaplane runs out of gasoline when it is in the air—as happened when the reporter of the *Morning Post* was up—the engines have sufficient gas to allow the pilot to bring it down gently on to the surface of the sea.

(Continued at foot of next column.)

CHINESE WEDDING AT ST. JOHN'S CATHEDRAL.

WOO—CHOY.

St. John's Cathedral was the scene of a pretty Chinese wedding on Saturday when Dr. Arthur Wai-tak Woo was married to Dorothy May Choy, daughter of Mr. Choy Hing. The contracting parties being well-known residents of the Colony there was a large congregation to witness the ceremony. Archdeacon Barnett officiated and was assisted by the Rev. A. D. Stewart and the Rev. Lee Kau Yan. The bride, who was given away by her father, was attired in a dress of silver brocaded net over white French crepe. She wore a silk net veil over a wreath of orange blossoms. She was attended by Miss Winnie Woo, the bridegroom's sister, as maid of honour, and by the Misses Ivy and Pearl Sze-to. Miss Woo was attired in a dress of pink French crepe, trimmed with pearls and beads; the Misses Sze-to wore dresses of mauve and apricot French crepe with rose-bud trimmings; and little Miss Rose Choy made a charming flower girl, being dressed in a frock of blue French crepe. The bridegroom was attended by Dr. P. K. Liang, ex-Minister of Foreign Affairs, at Peking and late vice-Chancellor of Manchuria and by Messrs. Wong Sik Lam and Wong Siu Poon.

After the ceremony a reception was held at No. 5, Leong Fee Terrace where the health of Dr. and Mrs. Woo was toasted. The couple left in the evening for Macao where they will stay at Sir Robert Ho Tung's residence and afterwards proceed to Japan. Mrs. Woo's going-away dress was of gold floral crepe trimmed with pearls.

Some of the presents were as follows:—Bridegroom to the Bride, a pearl and ruby necklace; Bride to the bridegroom, a set of diamond studs; Bride's Father to the Bride, a pair of diamond bracelets and diamond ear-rings; Bride's Mother to the Bride, a diamond ring and a cheque; Bride's Father to the bridegroom, a cheque; bridegroom's mother to the Bride, a pair of bracelets. Numerous valuable presents were received from friends and relatives and from practically all the prominent members of the Chinese Community, including the Hon. Mr. Lau Chu Pak, the Hon. Ho Fook, Sir Robert Ho Tung, and the following:—The Chinese Chamber of Commerce, Heung Shan Commercial Association, the Committee of the Tung Wah Hospital, and Po Leong Kao, the Directors of the Canton Bank, the members of the Chinese Club and many of the principal firms in the Colony. From Canton presents were received from many friends and relatives including General Mok Wing San, the Military Governor of Kwang Tung, and General Ngai Pong Ping, the Chief Commissioner of Police, Canton.

YESTERDAY'S EXHIBITION.

Yesterday's exhibition was not less successful than that of Saturday. The "H.S. 2." piloted by Mr. Melka, would not start for a while, and the propellor was changed, after which she rose beautifully. Amongst those who went up on her yesterday were Mr. T. Farrant and Mrs. J. Baud, Mr. and Mrs. J. A. Shaw and their little son, Mrs. Dunbar and the two little sons of Mr. J. L. Crockatt, the Hon. Mr. E. H. Sharp and Dr. J. H. Sanders, Mr. E. N. Lee and Mrs. Hobson, Mr. C. Edgecumbe and Mrs. C. Rogers, Mr. S. T. Bitting and a lady friend, Mr. L. E. S. Hodge and a lady friend, Mr. J. H. Taggart and a friend. Two lady friends of Mr. S. J. Chinchen showed their confidence in themselves and their scorn of male support by making a trip together on the "H.S. 2." The pilot vows they did not scream, as ladies sometimes do in moments of great excitement.

The two small machines, piloted by Messrs. Thomson and Cormack, behaved admirably also through yesterday afternoon. The first to go up was Mr. J. Kawakatsu, the first Japanese to fly in Hongkong. Both machines were kept busy, amongst others who went up being Miss S. Nemazee, Miss Templeton, Mrs. Dalziel, Messrs. A. R. Austin, W. J. Morrison, F. W. Rowe, G. Misken, A. Nemazee, H. Gibsone, U. M. Omar, N. B. White, I. Kimura, K. L. Lau, Robert Yip, and Yu Shiu Sueng.

The machines stayed over-night at Repulse Bay. Capt. Ricou, Mr. F. J. Gellion and the other members of the Company celebrated the success of their flying exhibitions with a dinner at the Repulse Bay Hotel last night. All three machines are flying back to Macao to-day.

Weather permitting, there will be another exhibition of flying at Repulse Bay on Sunday next.

After the flying exhibitions at Repulse Bay, there can be no possible doubt that when, shortly, the service between Macao and Hongkong is started, it will prove very popular. The public needs to be reminded of what Capt. Ricou told our reporter very recently—that the more patronage is extended to the aerial service, the cheaper will be the fares. The Company will do its utmost to reduce the fares to the lowest possible figure. There is every hope that the regular passenger service to Macao from Hongkong will be inaugurated before the end of the present month.

THE SUPREME COURT OF HONGKONG.

REGISTRAR'S REPORT FOR THE YEAR 1919.

The following details are from the annual report of Mr. C. D. Melbourne, the Registrar:—

1.—ORIGINAL JURISDICTION.

Two hundred and thirty-one (231) actions were instituted in this division of the Court during the year 1919, as against 214 in 1918. One hundred and thirty-eight (138) were disposed of during the year, 51 being settled or withdrawn before trial, as against 137 and 50 respectively in 1918. Of the 40 cases which had been set down for trial, 18 were disposed of during the year.

No injunction was granted during the year.

The amounts involved were $2,259,725, Pesos 2,005.68, and $14,860.49 Gold U.S.A. Currency, against $1,628,373, Ticals 15,197.75 and $14,175 Gold U.S.A. Currency.

The debts and damages recovered amount to $604,792.68 as against $695,677.93 in 1918.

The fees collected amounted to $12,811.65 as against $13,596.30 in 1918.

1A.—IN PRIZE.

Three actions were instituted under the above head during the year in connection with cargo consigned to alien enemy firms on board the following vessels:—

Tjimanuck, *Castlefield*, and *Malay Maru*.

Six steam launches were condemned during the year and some cargo ex s.s. *Prinz Waldemar*, s.s. *Yurck* and s.s. *Gottingen*, and also sundry applications in Prize were dealt with.

2.—SUMMARY JURISDICTION.

One thousand eight hundred and eight (1,808) actions were instituted during the year as against 1,668 in 1918.

The cases were disposed of as follows:—Settled or withdrawn 733, Judgment for the Plaintiff 698, Judgment for the Defendant 18, Non-suited 7, Struck off, Dismissed, or Lapsed 25, and Pending 327, as against 654, 674, 22, 1, 31, and 286 respectively in 1918.

The claims amounted to $246,107.68 and G.$290 as against $325,183 in 1918, and the amounts recovered were $158,223.93 as against $151,374.51 in 1918.

The fees collected amounted to $7,268.60 as against $6,610 in 1918.

The number of Rent Distress Warrants issued was 782, representing unpaid rents amounting to $54,190.14, of which $24,165.29 was recovered, as against 689, $58,575.06, and $18,029.55 respectively in 1919.

Five hundred and sixty-five (563) Warrants were withdrawn on settlement between the parties as against 496 in 1918.

The fees collected amounted to $4,171 as against $3,680 in 1918.

3.—CRIMINAL JURISDICTION.

There were 65 cases and 96 persons committed for trial at the Criminal Sessions as against 66 and 102 respectively in 1918.

The number of persons actually indicted was 94, of whom 78 were convicted and 16 were acquitted. Against 2 persons the case was abandoned. In 1918 the figures were respectively 101, 79, 22, and 1.

4.—APPELLATE JURISDICTION.

Three appeals were lodged during the year, two from the decisions of the Police Magistrates and one appeal from the decision of the Chief Justice.

Of the two appeals from the decisions of the Police Magistrate one was dismissed and the other was referred back to the Police Magistrate with the opinion of the Court under section 109 of the Magistrates Ordinance. The appeal from the decision of the Chief Justice was still pending at the end of the year.

No leave to appeal to the Privy Council was granted.

5.—ADMIRALTY JURISDICTION.

Six actions were instituted during the year. Four were settled and the others are pending.

The fees collected amounted to $583.30 as against $139.85 in 1918.

6.—BANKRUPTCY JURISDICTION.

Twenty-two (22) petitions were filed, 11 being creditors' petitions and 11 debtors' petitions. The figures for 1918 were respectively 35, 20, and 15.

The number of Receiving Orders made was 14, being 5 on creditors' petitions and 9 on debtors' petitions. The figures for 1918 were respectively 27, 14, and 13.

The number of Public Examinations held was 13 as against 8 in 1918. There were 10 Adjudications as against 23 in 1918.

Two Schemes of Arrangement were put through. Six petitions were withdrawn, 1 case was dismissed, 4 bankrupts obtained their discharge, and 1 Interim Receiving Order and 5 Receiving Orders were rescinded.

The estimated assets in cases where Receiving Orders were made and not subsequently rescinded, were $47,272.44 and the estimated liabilities $90,275.22 as against $736,156.08 and $1,480,202.93 respectively in 1918.

The fees collected amounted to $6,342.70 as against $4,938.60 in 1918 and the Official Receiver's Commission as Trustee, where no Trustee had been appointed by the Creditors, was $7,126.32 as against $7,838.07 in 1918.

7.—PROBATE AND ADMINISTRATION.

One hundred and ninety-nine (199) grants were made by the Court being:—

Probate	100
Letters of Administration	99
	199

The figures in 1918 were respectively 112 and 126, total 238.

The aggregate value of the estates was $4,538,965.00 as against $8,306,900.00 in 1918.

Probate and Estate Duties amounted to $157,543.00. Court Fees to $10,295.15, and Official Administrator's Commission to $1,157.38. The figures in 1918 were respectively $513,469.31, $14,253.23, and $6,365.15.

There were 82 Estates vested in or administered by the Official Administrator during the year, representing an aggregate value of $132,860.85. The figures for 1918 were respectively 75 and $137,261.48.

Ten (10) were wound up during the year, of the total value of $23,245.94, as against 16 in 1918 of the value of $15,591.18.

8.—OFFICIAL TRUSTS.

The number of Trust Estates in the hands of the Official Trustees at the end of 1919 was 18, with Trust Funds amounting to $85,830.33, as against 24 Estates aggregating $52,044.16, plus certain house property, in 1918. One Estate was wound up during the year. No new Trust was opened.

The amount of Commission collected was $52.96 as against $433.73 in 1918.

9.—REGISTRAR OF COMPANIES.

On the 31st December there were 307 companies on the Hongkong Register, of which 21 were in course of liquidation. During the year 47 new companies were put on the Register and 14 struck off.

The fees collected in respect of "China" companies amounted to $104,521.03 and those in respect of other companies to $10,439.40.

Two firms were registered under the Chinese Limited Partnership Ordinance, 1911, and one firm was registered under the Limited Partnership Ordinance, No. 18 of 1912.

Deposits to the value of $3,100,000 were made by Insurance Companies under the Fire and Marine Insurance Companies Deposit Ordinance, 1917.

10.—FEES AND COMMISSION.

The total sum collected during the year by way of fees and commission amounted to $61,305.87 as against $68,032.72 in the previous year.

COMPANY MEETING.

YANGTSZE INSURANCE ASSOCIATION LTD.

INCREASE OF CAPITAL.

At an extraordinary general meeting of the Yangtsze Insurance Association, Ltd., held at Shanghai last week the following resolutions were confirmed on the proposal of the chairman, Mr. J. Prentice, seconded by Mr. Brodie A. Clarke:—

(1)—"That each of the existing shares of the Association be divided into 10 shares of $10 each."

(2)—"That the capital of the Association be increased to $2,500,000" by the creation of 130,000 shares of $10 each."

(3)—"That the new Articles already approved by this meeting and for the purposes of identification subscribed by the chairman thereof be and the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of the Association in substitution for and to the exclusion of all the existing Articles thereof."

The other directors present were Messrs. A. W. Burkill, H. E. Arnold and C. J. Scott, while the notice convening the meeting was read by Mr. W. S. Jackson, general manager.

OPIUM SMUGGLING FROM KEELUNG.

FINES OF $5,000.

The hearing of the case was concluded at the Magistracy, on Saturday, in which a number of Japanese and Chinese were charged with bringing about $120,000 opium into the Colony in a motor fishing boat from Keelung. The captain and a member of the crew assumed all responsibility, and they were fined $5,000 each, with the alternative of six months' hard labour.

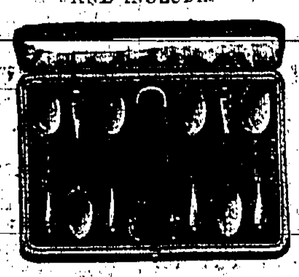
LANE, CRAWFORD & CO.

ROSE BOWLS — SOLE AGENTS FOR — PRIZE CUPS

MAPPIN & WEBB
LONDON.
WE ARE NOW RECEIVING FREQUENT CONSIGNMENTS OF MESSRS. MAPPIN & WEBB'S FAMED STERLING SILVER WARE & "PRINCE'S PLATE" AND WE FEEL CONFIDENT THAT WITHIN A FEW MONTHS HENCE WE SHALL HAVE ON VIEW THE MOST UNIQUE SELECTION IN THE FAR EAST.

CHRISTENING SETS — OUR PRESENT STOCK IS WELL WORTHY OF YOUR INSPECTION AND INCLUDES — PRESENTATION PLATE

CIGARETTES & CIGAR BOXES, SEALING SETS, MATCH STANDS, CIGARETTE CASES, TRINKET BOXES, PIN & PUFF BOXES, SALTS JARS, BRIDGE BOXES, ETC., ETC.



TEA & COFFEE SERVICES, FRUIT & SWEET STANDS, ENTREE DISHES, FLOWER VASES, SWEET & MUFFIN DISHES, CAFE & LIQUEUR SETS, TOILET SETS, ETC., ETC.

HAVANA CIGARS
JUST RECEIVED

PETIT FANCY TALES	PER BOX OF 50	$11.00
CAPRICHOS	" " " "	10.50
REGENTS	" " " "	10.00
STANFORDS	" " " "	9.50
EPICURES	" " " "	9.00

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS

A2360	PIZZICATO POLKA / PATRIOTIC MARCH	XYLOPHONE SOLO & BELLS	HOWARD KOPP " "
A2260	MAUDIE MAZURKA / MIDSUMMER BELLS	BELL SOLO " "	" " " A
A2118	CLAUDIA / GLOVER LAND	" XYLOPHONE SOLO	" "
C3631	CORNGRATO / CANTA PE' ME	VIOLIN SOLO " "	ORQUESTA DE SALON " "

The Anderson Music Co., Ltd.,
16, Des Voeux Road. Tel. 1322.
117

Wm Powell Ltd.
TELEPHONE 346

GENTLEMEN'S HIGH CLASS SILK HALF HOSE.

PRICE	PRICE
$1.50 PER PAIR	$1.50 PER PAIR
$8.00 PER HALF DOZEN.	$8.00 PER HALF DOZEN.

PHOENIX SILK SOCKS
GUARANTEED PURE SILK WITH REINFORCED TOE-HEEL AND FEET.

$1.50 PER PAIR.	$8.00 PER HALF DOZEN.

NEW ADVERTISEMENTS

WANTED

JUNIOR Chinese Clerk by Insurance Office. Knowledge of Typing Essential.
Reply stating experience and salary required to—
Box No. 1061,
Care of "Daily Press" Office
[1033

TELEPHONE DIRECTORY.

THE new edition of the Telephone Directory is now ready for issue. Subscribers are requested to apply to this Office for the new Directory, copies of which will be supplied in exchange for copies of the previous edition.
CHINA AND JAPAN TELEPHONE AND ELECTRIC COY., LTD.,
No. 17, Queen's Road Central.
[1034

G. R.

NOTICE.

IT IS HEREBY NOTIFIED that on and after MONDAY, JUNE 7TH, Trolleys running on rails will at intervals cross the Shaukiwan Road near the Asiatic Petroleum Company's works between the hours of 4 A.M. and 4 P.M. When the trucks are in motion the following warning signals will be exhibited:—
By day:—Semaphore Arms painted red with the word DANGER thereon.
By night:—Three red lights placed across the road.
P. P. J. WODEHOUSE,
Captain Superintendent of Police.
Police Office,
Hongkong, June 5th, 1920. [1035

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of HIS MAJESTY'S TREASURY, London, up to and for the sum of £200,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 o'clock A.M. on June 7th, 1920.

The tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 23 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

A. DELACOMBE Lt.-Col.,
Treasury Chest Officer, A.P.D.
His Majesty's Treasury Office,
Hongkong, June 7th, 1920. [1036

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer.

"KILDONAN CASTLE"

Arrived Hongkong on June 5th, 1920.

FROM BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown

MACKINNON, MACKENZIE & CO
Agents.
Hongkong, June 5th, 1920. 1037

TO LET.

A SHOP in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. 56

FOR SALE.

NEW and COMPLETE PLANT including Wilfley Table for crushing and concentrating Ore. Just arrived.
For particulars apply—
CARVALHO & COMPANY,
Machinery Department.
[996

INTIMATIONS.

NOTICE.

WE have This Day CLOSED our Office at No. 9, Queen's Road Central. All claims and existing contracts will be dealt with by our Agent, Mr. T. KAWASHIMA.
THE KUHARA TRADING CO., LTD.
Hongkong, May 28th, 1920.

NOTICE.

I have This Day established myself as Importer and Exporter at No. 9, Queen's Road Central.
T. KAWASHIMA.
Hongkong, May 28th, 1920.

NOTICE.

I have This Day been appointed AGENT for THE KUHARA TRADING CO., LTD.
T. KAWASHIMA.
Hongkong, May 28th, 1920. [995

TENNIS TOURNAMENT.

CHAMPIONSHIP SINGLES.
CHALLENGE ROUND.
M. W. LO v. NG SZE KWONG

THIS Match, weather and Ground permitting, will be played on MONDAY, JUNE 7TH, at 4.30 P.M.
Prizes won during the Tournament will be presented after the match.
[1019

HONGKONG GYMKHANA CLUB.

THE EXTRA GYMKHANA MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, JUNE 12TH, commencing at 4 P.M.
The Charge of Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, June 4th, 1920. [1024

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Caulkers, Platers, Plumbers, and Scrapers, and Shoemakers or Leatherworkers, to H.M. Dockyard.
Forms of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than NOON SATURDAY, JUNE 12TH.
E. G. KENNETT,
Chief Constructor.
H.M. Dockyard.
Hongkong, June 1st, 1920. [1004

LIAL SENADO DA CAMARA DE MACAU

Empreitada da Obra de "construcção dum mercado municipal para um terreno proximo da Praia do Manduco (San-fa-un)"

ANUNCIO

Faz-se publico que no dia 17 do proximo mês de Julho, ás quinze horas, perante a Camara reunido em sessão, nos Paços do Concelho, se procederá á arrematação em hasta publica mediante a apresentação de propostas em carta fechada da empreitada da obra de "CONSTRUCÇÃO DUM MERCADO MUNICIPAL PARA UM TERRENO PROXIMO DA PRAIA MANDUCO (San-fa-un)", em conformidade com o respectivo projecto elaborado na Direcção das Obras Publicas e aprovado em Conselho Tecnico de 30 de Dezembro de 1919, nas condições seguintes:

1.ª—As propostas deverão ser organisadas nos termos prescritos no programa do concurso e serão presentes no acto da arrematação pelos concorrentes ou pelos seus legitimos representantes.

2.ª—Só poderão concorrer aesta arrematação empreiteiros de 1.ª classe devidamente matriculados e cauccionados na Direcção das Obras Publicas, nos termos dos regulamentos em vigôr, e bem assim os empreiteiros de 2.ª classe ou quaisquer outros não matriculados que apresentem documento comprovativo de terem sido constructores de obra importante, devendo uns e outros apresentar documentos comprovativos de haverem efectuado o depósito provisório de $1.637.50 (mil seiscentos e trinta e sete patacas e meia), na Tesouraria da Camara.

O projecto de obra, o caderno de encargos e o programa do concurso acham-se patentes na Secretaria da Camara onde pódem ser examinados todos os dias úteis desde as 10 ás 15 horas, podendo os que desejarem obter esclarecimentos mais detalhados dirigir-se á 2.ª Secção da Direcção das Obras Publicas, das 10 ás 13 e das 14½ ás 16½ horas.

Para conhecimento dos interessados se publica o presente anuncio que, reproduzido no *Boletim Oficial* do Govêrno desta Provincia, é afixado nos logares do estilo.

Macau, Secretaria da Camara, nos Paços do Concelho de 19 de Maio de 1920.

O Presidente do Lial Senado,
Fernando José Rodrigues.
[1025

Messrs. LAMMERT BROS. are instructed to sell

THE STEAMSHIP "JEHANGIR"

Now lying in the Harbour of Hongkong under an
Order of the Court
by
PUBLIC AUCTION.
on
MONDAY,
the 28th day of June, 1920, at 3 o'clock P.M.
IN ONE LOT
at their Auction Rooms, in Duddell Street.

THE Ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.
For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.
For further particulars,
Apply to—
MESSRS. JOHNSON STOKES & MASTER,
Prince's Building,
or to
MESSRS. LAMMERT BROS., the Auctioneers.
Duddell Street.
1016

PREPARED "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

STENOGRAPHER for American firm wanted for one or two months. Good knowledge of English essential. Reply stating experience and salary wanted to Box A, c/o "Daily Press." [2

FLAT three or four Rooms wanted on the Peak furnished or unfurnished—Apply Box B, c/o "Daily Press." [3

LESSONS in Cantonese wanted. Five Evenings a week. State terms—Box C, c/o "Daily Press." [4

UNFURNISHED or Half House wanted at The PEAK. Occupation October or November. Would rent or lease.—Apply, Box D, c/o "Daily Press." [5

NATIONAL CREDIT 5 PER CENT. 1920.
UNDER THE GUARANTEE OF
THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5, Chater Road, and will be closed on the 15th of June, at 12 Noon.

5 per cent. Premium Bonds of Frs. 500 each are issued at the price of
Frs. 485.—only

Interest at 5 per cent. will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 20,000,000.—the first prize of each being

ONE MILLION FRANCS.

ROUET DE JOURNEL,
Manager.
Hongkong, June 2nd, 1920. [1012

NEW LOAN OF 4 MILLIARDS FRANCS
in
5% PREMIUM BONDS.
CREDIT NATIONAL.

THE Bonds are of 500 Frs. face value.

PRICE OF ISSUE 485 FRANCS

8 drawings a year amounting to
20,000,000 Francs,
with the following prizes
1,000,000 Francs
500,000 "
200,000 "
100,000 "
50,000 "

The prizes drawn will be free of any taxes, present or future.

The Bonds bear interest on and after the 15th of June, 1920.

Applications will be received till the 15th of JUNE, 1920, by

THE BANQUE DE L'INDO-CHINE
L. BERINDOAGUE,
Manager.
Hongkong, June 4th, 1920. 1029

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Roads
Tel. No. 2. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXBERRY,
77] Proprietor.

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dayspring."
[78

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

INTIMATION

THORNE'S

OLD VAT

"No. 4"

SCOTCH WHISKY

We strongly recommend this Whisky.

The Vat was started in 1831 by the late Robert Thorne of Greenock and the Whisky has been known as **Old Vat, No. 4**, ever since.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.
[11

HONGKONG OFFICE: 104, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 7TH, 1920.

THE JAPANESE GENERAL ELECTION.

THE general election in Japan leaves the Government, as was expected, still more firmly in office judging by the number of supporters in the Diet, but this in Japan is not always a sign of stability. Japanese Cabinets resign for reasons which Westerners are not always able to appreciate. In some cases they appear merely sentimental reasons—points of honour that to the most sensitive of DON QUIXOTES would seem strained. In other cases they seem to resign out of sheer weariness, or love of change. There is a certain amount of fickleness in the Japanese character—a tendency to get weary even of well doing, and it is no doubt due to this element that Japanese Cabinets sometimes fall when there seems no obvious reason for their doing so. The condition of parties in the Diet is thus not of much importance to a Cabinet's stability: it prefers a majority although it can work with a minority, any refractoriness being met by an appeal to the Throne and the issuing of an Imperial Edict none dare disregard directing a certain course. It is, of course, well understood that the issue of such Edicts is actually the work of the Government, which is merely sheltering itself behind the Throne, but such is the force of tradition that an Imperial Edict, however obtained, cannot even be criticised. Further, an appeal to the country will always turn a minority in the Diet into a majority in favour of the Government, the very fact of a candidate being a supporter of the Government being sufficient in the eyes of a large number of the electors to warrant his receiving their vote. In this case the Government had a majority when it appealed to the country, and the election, following the rule, has resulted in the majority being increased. Nevertheless there are certain points about the election which are of interest. The Government ostensibly appealed to the country on the question of "universal suffrage" so called, in this case an extension of the suffrage to all male citizens living independent lives and having reached years of discretion. The present suffrage is on a tax qualification. By an amendment of the Election Law last year the amount of tax necessary to qualify for a vote was reduced, but, not satisfied with this, the advocates of universal suffrage brought forward measures for abolishing the tax qualification altogether. There was not the least chance of the Bills, of which there were two, varying in detail, being passed by the Diet, but before they were put to the vote the Government suddenly decided to dissolve the Diet and appeal to the country. The suddenness and strangeness of this action has been variously accounted for. One rather caustic suggestion is that the Government wanted to prove that those who had votes did not want to give them to those who had not. Another suggestion is that the Government wanted to avoid troublesome questions on the Siberian expedition, and, still another, that it desired to prove to the House of Peers, which had been rather critical, that it still had the confidence of the country. Men are creatures of mixed motives and it is probable that the Government had many reasons for dissolving the Diet. It is noteworthy that the suffrage agitation, which reigned strongly while the Diet was sitting and the Suffrage Bills were before it, died down when the election began. It seemed such a lost cause that Opposition candidates even avoided reference to it, although it was the point on which the country's decision was sought. Where the candidate did take it up it is reported to have been very popular, so that the candidates were more lukewarm in the matter than the people, but it is again noteworthy that warm supporters of an extension of the suffrage suffered equal defeat with its strongest opponents. Nevertheless the Opposition, which was practically pledged to an extension of the suffrage, did better than was expected, more especially in the urban districts. If the election had been decided in these districts alone the Government would have been heavily beaten, but the country districts swamped the urban vote. The rural votes proved their submissiveness to authority by returning Government candidates, under promises, it is said, which some of the candidates may find it convenient to forget. One of these promises is said to have been an increase in the price of rice, which considering the high price it is already and the difficulties of the urban workers, was little short of criminal. It is, however, encouraging to find that the urban workers, among whom education has made most progress, are exercising a little independence of thought in spite of all the efforts made to suppress it. The present Ministry, although calling itself a People's Government and posing as guided by liberal views, has done more than any of its ostensibly more autocratic predecessors to suppress independence of views. The latest papers bring reports of the prosecution of university professors and students quite in the old Russian style. Of course these efforts to suppress new ideas only make them more sought after, but the Japanese bureaucracy is not to be convinced of the futility of its methods. Political education has yet made small progress in Japan but under such stimulus its pace should be increased. What seems to be required are earnest and convinced leaders. Too many of Japan's present politicians seem to be in politics merely for the profit they can obtain.

A slight earthquake shock was felt in the Colony at 12.20 on Saturday afternoon.

Mr. H. Percy-Smith has been appointed Consul-General for Siam during the absence of Sir Paul Chater, C.M.G.

Lieut.-Commander W. C. Hake, R.N.R., has been appointed by H.E. the Governor to act as Assistant Harbour Master in Hongkong.

The following alteration of title has been made: "Protector of Chinese, Straits Settlements," to be "Secretary for Chinese Affairs, Straits Settlements."

The fee for the visa of documents in respect of emigration of Chinese to Chile is now $22.50 Chilean Currency, i.e., about $53.40 Hongkong Currency.

Mr. Robert Hunter has been appointed to act as an Assistant Government Marine Surveyor during the absence on leave of Mr. James Macdonald or until further notice.

The papers in Japan are constantly criticising the postal administration. As an addition to their collection of Postal vagaries we present them with the information that Yokohama papers bearing dates December 17th-23rd, 1919, reached us by a mail on Saturday, June 5th, 1920.

Mr. J. D. Lloyd has been appointed Custodian of Enemy Property and also Controller of the Local Clearing Office for the purposes of the Treaty of Peace Order in Council, 1919.

Mr. A. M. Wilkie, who has been in the service of Messrs. Butterfield & Swire for the past ten years—except during the war years when he was in France—has joined Mr. H. Heridsen, as Shanghai as a ship, coal and land broker.

Commodore W. Bowden-Smith, C.B.E., R.N., accompanied by Paymaster-Lieut.-Com. E. H. Stern called on H.E. the Governor on Saturday morning. The visit was returned later in the day on the *Tamar* by His Excellency.

The current *Government Gazette* contains the full text of the Order in Council declaring that shaving brushes manufactured in Japan or exported therefrom are goods likely to be infected with anthrax, and prohibiting their importation into the United Kingdom.

Commander C. W. M. Beckwith, R.N., has been appointed to act as Harbour Master, Marine Magistrate, and Emigration Officer, *vice* Captain B. R. H. Taylour, R.N., retired, in addition to his duties as Superintendent, Imports and Exports Department, until further notice.

H.E. the Governor has appointed Subadar-Major Bhan Singh, Hongkong-Singapore Battalion, Royal Garrison Artillery, to be one of his Honorary Aides-de-Camp *vice* Subadar-Maj. Roshan Khan, D.C.M., Hongkong-Singapore Battalion, Royal Garrison Artillery, retired.

Mr. W. J. Williams, who has just resigned his position as chief assistant engineer in the Electricity Department of the Shanghai Municipal Council, has been called in by the Hongkong Electric Co. to make a report on their Distribution Scheme and to advise them on future extensions. Mr. Williams came down to Hongkong on the *Teiresias*.

The Director of the Royal Observatory 1919 states that the circular issued by the Marconi Company to their operators in regard to the transmission of meteorological telegrams from ships free of charge has not met with a very hearty response so far. The circular and Mr. Claxton's notice to Mariners on the subject are reproduced in the Report.

General Li Lieh-chun, chief of staff for the Canton Government and representative of General Tang Chi-yao in Shanghai, arrived in Shanghai on Sunday, May 30th. He was met at the wharf by a number of original M.P.'s, including Dr. C. T. Wang, and Mr. Wu Ching-lin. Immediately upon his arrival, General Li motored to the homes of Dr. Sun Yat-sen, Dr. Wu Ting-fang, and Mr. Tang Shao-yi.

The 18th Infantry, recently stationed in Hongkong, from where they were transferred to Tientsin, were again in the Colony on Saturday, having arrived on Saturday, having arrived on the *Hustsend* on their way back to India. They were relieved by the 55th Coke's Rifles. Many friends in Hongkong had an opportunity, on Saturday, of renewing their acquaintance with Major Hammond and the other officers of the Regiment.

A table in the annual report of the Director of the Royal Observatory indicates that the rainfall registered at the Observatory was not a reliable guide last year to the general rainfall in the Colony. The Observatory records showed a total for the year of 76·140 inches; at the Police Station, Taipo, the total recorded was 95·92 inches, at the Botanical Gardens 78·76 inches and at the Matilda Hospital 85·52.

Mr. F. S. Unwin, Statistical Secretary and Commissioner of the Chinese Customs Service, and one of the oldest foreign residents of China, has retired and left for England with Mrs. Unwin and Miss Unwin. Mr. Unwin, who arrived in China in 1868, acted as Chief Secretary of the Inspectorate General at Shanghai during the siege of Peking, when the capital was cut off from the outer world. He had been 52 years in the service of the Chinese Customs, and was widely liked, so that his departure from China will be very keenly regretted.

The ceremonial military parade postponed from the King's Birthday and fixed for Saturday morning did not come off, much to the disappointment of over two hundred ladies and gentlemen who assembled on the Valley to witness it. The announcement that the parade was coming off which appeared in the *Daily Press* on Saturday was the result of a telephonic message received from Government House. On Saturday morning, however, in answer to an enquiry on the telephone by a reporter of this paper, Lieut. McConnell Extra A.D.C. said they only knew at Government House on Friday night that the parade was off. The general public seem to have been treated with supreme indifference in the matter.

We have received from Messrs. Kelly and Walsh, Ltd., a little volume of black and white drawings representing the twenty-eight different types of the Chinese sea-going junk to be seen along the China coast. The drawings which are excellent and remarkably well reproduced, are by Mr. Ivon A. Donnelly of Shanghai, a brother of Mr. D. E. Donnelly of Hongkong. We can cordially endorse a remark by "S.V.M." in a prefatory note to the collection, that the author has supplied the public with an artistic little handbook of reference which will be of value and interest to all those who travel along the China coast, and we share the hope that he will at some future date be able to augment the volume by including boats and junks sailing on the rivers and inland waterways of China.

BOLSHEVIKS ENTER TEHERAN:

STARTLING RUMOUR CONTRADICTED.

TRADE RELATIONS WITH RUSSIA:

UNITED STATES REFUSES PASSPORTS TO COMMISSION.

HUNGARIAN TREATY SIGNED IN PARIS.

IMPERIAL SHIPPING COMMITTEE:

SURVEY OF ENTIRE QUESTION OF STEAMSHIP COMMUNICATIONS.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BOLSHEVIST INVASION OF PERSIA.

REPORT OF ENTRY INTO CAPITAL.

LONDON, June 4th.

The Associated Press correspondent at Constantinople, in a telegram of June 2nd, states that the Persian Legation learns that Bolsheviks have entered Teheran.

TOTALLY UNTRUE.

LONDON, June 4th.

Persian official sources inform Reuter that the report of the Bolshevik occupation of Teheran is totally untrue. A telegram received in London to-day, dated yesterday, mentions no Bolshevik advance from the coast.

THE KRASSIN MISSION.

SITUATION SAID TO BE "DISTINCTLY PERPLEXING."

LONDON, June 4th.

It is understood that a special Cabinet meeting last evening discussed the policy in regard to the Krassin Mission. The situation is described as distinctly perplexing.

To-day's meeting of the permanent committee of the Supreme Economic Council has been postponed until Monday at the instance of the British Government, owing to the necessity of a Cabinet consultation. It is assumed that an unforeseen contingency has arisen.

A Brussels paper learns that M. Krassin has deposited £1,000,000 in a large London Bank.

UNITED STATES' POLICY.

WASHINGTON, June 4th.

The State Department has refused to grant passports enabling a Commission of the Chambers of Commerce of the United States to go to Russia to study the question of resumption of trade.

The officials explain that, despite the negotiations between M. Krassin and other countries, the policy of the United States Government, regarding trade with Russia, is unchanged, and it will not necessarily be influenced, even should Great Britain modify her attitude. It is not expected, however, that the State Department will oppose the proposed visit of the Commission to Europe to study resumption of trade with Russia.

RACING AT HOME.

THE RESULT OF THE OAKS.

LONDON, June 4th.

The result of the Oaks was:—

Charlebelle (Whalley)	1
Cinna (W. Griggs)	2
Roselet (V. Smyth)	3

Seventeen ran. Won by a neck; four lengths between second and third.

The betting was:—Charlebelle 7 to 2; Cinna 2 to 1; and Roselet 25 to 1.

LATER.

Also ran:—Aeon (Childs); Cicerole (Hulme); Lady Peg (A. Smith); Lomelis (Slade); Most Beautiful (Lane); Polycirrus (Jelliss); Reinedeneige (Leach); Queen of Jest (Robbins); Saffron (Fox); Valescure (F. Templeman); Shy Princess (Donoghue); False Piety (Carslake); Plunkette (Bullock); Tullamore (Scourse).

THE RACE.

LONDON, June 4th.

Valescure settled down in front, with Roselet, Charlebelle and Cinna following. Rounding Tattenham Corner, Valescure was still leading with Charlebelle second. Close to home Cinna came to the front, but failed to resist a challenge from Charlebelle who won an exciting race. Shy Princess was fourth.

EMPIRE'S SHIPPING.

APPOINTMENT OF NEW COMMITTEE.

LONDON, June 4th.

The *Times* states that the Government has decided to carry out the resolution of the last Imperial Conference by immediately appointing an Imperial Shipping Committee, consisting of representatives of the Dominions and the Colonial and India Offices, the Board of Trade and shipping interests, with a neutral chairman, to survey the whole question of Empire steamship communications, hear complaints of the lack of facilities and suggestions for improving them and devise a scheme by which inter-Imperial communication may be maintained most efficiently.

LEAGUE OF NATIONS.

TO MEET ON FRIDAY.

PARIS, June 4th.

The Council of the League of Nations has been called for June 11th.

EARLIER CABLES.

BRITAIN AND SOVIET RUSSIA.

DISCUSSION IN THE COMMONS.

LONDON, June 3rd.

In the House of Commons, replying to Col. J. Gretton in regard to the conversations with M. Krassin, Mr. Lloyd George recalled that the Supreme Council, at San Remo, on April 26th., decided that Allied representatives should meet M. Krassin and other Russian trade delegates, except M. Litvinoff, in London, as soon as possible. He stated that M. Krassin, besides heading the Delegation representing Russian Co-operative organisations, was also a Soviet Government Minister, and therefore doubtless acted in the name and under the authority of the Soviet Government.

Replying to Mr. Charles Palmer, Mr. Lloyd George said he did not think that M. Krassin was originally a German agent. He was associated with a German electrical firm, but he was a Russian.

Replying to Col. Gretton, Mr. Lloyd George said that the Government wanted to clear away certain questions before it understook negotiations—for example, the question of prisoners which he had already referred to. The Government wanted guarantees that British interests in the East or at Home would not be attacked while negotiations were proceeding. After these questions were cleared up negotiations with regard to trade could be conducted by the representatives of all Governments. Representatives of the French and Italian Governments were in London and were prepared to proceed with negotiations.

Replying to Mr. Palmer, the Premier said he was not aware that there was great perturbation in France. (Cheers.) The mere fact that certain French newspapers were trying to foment trouble between two friendly Allied countries, whose friendliness was essential to the interests of the world, did not prove French perturbation.

PRISONERS MUST BE RELEASED FIRST.

LONDON, June 3rd.

In the House of Commons, at question time, Mr. Lloyd George stated that an undertaking to release all British prisoners in Soviet Russia was an essential preliminary to a renewal of trade relations with Russia.

COUNTY CRICKET.

LONDON, June 3rd.

Kent beat Warwickshire by eight wickets.

Yorkshire beat Worcester by an innings and 105 runs.

Oxford beat Somerset by two wickets.

LATEST CABLES.

HUNGARIAN TREATY.

DOMINION REPRESENTATIVES PRESENT.

PARIS, June 4th.

The Hungarian Peace Treaty was signed at the Grand Trianon at 4.30 o'clock this afternoon.

M. Millerand presided at the assembly which included the Ambassadors of Great Britain, Italy and Japan, also representatives of the Dominions, Sir George Perley, Mr. W. H. Fisher, Mr. Blanckenberg (representing South Africa), and Sir Thomas Mackenzie, all of whom signed the treaty. Lord Derby signed for India as well as Great Britain.

The ceremony lasted ten minutes.

AMERICAN NAVY.

SHIP WITH "THE FIGHTING BRAIN."

NEW-YORK, June 4th.

The Super-Dreadnought *Tennessee*, said to be the largest battleship afloat, has been commissioned. The cost is £4,000,000 and the ship is of 32,300 tons. It has twelve 14-inch guns.

The special features are "the fighting brain" near the topmast in which all the devices for observing enemy ships are concentrated, also the electrical control of speed for enabling a quick change from top speed, 21 knots, to almost imperceptible motion.

FRENCH OCCUPATION.

GERMAN DEMAND FOR DAMAGES.

ZURICH, June 4th.

The German Government intends to demand 925 million marks from France for damage during the French occupation of the Main district.

AMERICAN MERCHANT MARINE BILL.

AGREED TO BY JOINT CONFERENCE.

WASHINGTON, June 3rd.

The joint conference of the Committee of the Senate and the House of Representatives has agreed to the Merchant Marine Bill, but the amount of $50,000,000 per annum assigned for the construction of new ships in the next five years has been reduced by half.

BRITISH LABOUR.

GASWORKERS' STRIKE DECIDED UPON.

LONDON, June 3rd.

The National Federation of Gasworkers balloted as regards the question of a strike to enforce their demands for an increase of ten shillings weekly. Ninety-six per cent. favoured a strike. A hundred thousand workers will be affected.

EARLIER CABLES.

UNREST IN IRELAND.

MR. WALTER LONG GIVES GRAVE WARNING.

LONDON, June 4th.

In the House of Commons, during the discussion on the Home Rule Bill, the Government accepted an amendment providing for the transfer of the Irish Constabulary not to be made until three years after the Bill came into operation.

Mr. Long promised favourable consideration of a suggestion by Sir Edward Carson that when the two Parliaments, by an identical Act, called for the transfer of the Royal Irish Constabulary, it should be wound up and the members suitably compensated, and also that schemes for a police force should be framed by both Parliaments.

Mr. Long also undertook to consider favourably a suggestion that during the transition period the control of the Constabulary should be vested in a Minister and not in a committee of five as was proposed by the Bill.

Mr. Long stated that if the forecasts made by many speakers were true—if the only use made by the Southern Parliament of its powers was to try to establish a Republic or Government unworthy of the name, the Government Bill would be suspended and would not come into operation, and the Imperial Parliament would be compelled to take such action as was necessary to restore order.

TROOPS BEING LANDED.

LONDON, June 3rd.

Sinn Feiners attacked a signal station at Queenstown and five coastguard stations. All the attacks, except one, were successful.

A Government troopship has arrived at Bantry Bay and landed one hundred troops in full war equipment. Other contingents are disembarking at various points on the coast.

FULLY ARMED MARINES.

LONDON, June 4th.

The battleships *Valiant* and *Warspite* left Devonport to-night for Queenstown, with a force of marines furnished with full active service equipment.

LATEST CABLES.

THE PRINCE OF WALES.

CHIEF PATRON OF RETURNED SOLDIERS' LEAGUE.

MELBOURNE, June 3rd.

The Prince of Wales has been presented with the badge of Chief Patron of the Returned Soldiers and Sailors League of Australia. The President, in presenting the badge, referred to the appreciation felt by the soldiers of the Commonwealth for the Prince's visits to Australians in France.

EARLIER CABLES.

A WEEK'S REST IN MELBOURNE.

BALLARAT, June 3rd.

Owing to the strain of constant public engagements for the past two months, the Prince of Wales has agreed to take a week's holiday golfing near Melbourne, before commencing his engagements in his tour of New South Wales.

The Australian Press pays a handsome tribute to the manner in which the Prince has courageously met all engagements uncomplainingly and expresses the opinion that the rest and holiday should extend over the proposed week.

BIRTHDAY HONOURS.

THE PREMIER'S LIST.

LONDON, June 3rd.

The Prime Minister's list of Birthday Honours confers only one Peerage, namely on Prince Albert, who becomes Duke of York, Earl of Inverness and Baron of Killarney.

There are two new Privy Councillors, namely, Mr. S. Baldwin, Financial Secretary to the Treasury, and Mr. F. G. Kellaway, Parliamentary Secretary to the Ministry of Munitions.

The Companions of the Bath include Mr. Herman Norman, British Minister at Teheran.

The British Empire Order Grand Cross goes to Sir Thomas Robinson, recently Agent General for Queensland.

The Knights of the British Empire Order are Mr. Howard D'Egville, C.B.E., Secretary of the Empire Parliamentary Association, Mr. James Elliot, Engineer Adviser to the New Zealand Government.

Amongst the New Baronets are Captain Ion Benn, M.P., Mr. Peter Mackie, and Sir Reginald Wingate.

THE COLONIAL OFFICE.

NO DECISION REGARDING FURTHER POWERS

LONDON, June 3rd.

In the House of Commons, replying to Capt. the Hon. W. G. A. Ormsby Gore, Mr. Lloyd George said that it had not been decided to transfer the Dominions Department of the Colonial Office to the Lord President of the Council.

With regard to the question whether it was proposed to transfer to the Colonial Office the responsibilities of the Foreign Office in regard to Palestine, Egypt, Sudan, and the responsibilities of the India Office in regard to Mesopotamia, Central Arabia and Aden, the Premier said that no decision had been taken in regard to the administration of the mandatory territories under the Turkish Treaty.

THE BOLSHEVIK OFFENSIVE.

BREAKING DOWN BEFORE FIERCE RESISTANCE.

LONDON, June 3rd.

Reuter learns from Warsaw that the second Bolshevik offensive is breaking down before fierce resistance. The Bolsheviks who crossed the Beresina south of Borisoff have been completely dispersed. They have not only failed to recapture Kieff, but, after violent fighting on the left of the Dnieper, were severely defeated. Strong Bolshevik attacks on the Dniester have been heavily repulsed.

COAL SITUATION IN BRITAIN

OFFICIAL RATIONING CEASES TO-DAY.

LONDON, June 4th.

The official rationing of household coal ceases on June 7th. While pithead prices will be controlled as hitherto the control of wholesale and retail prices ceases, but measures have been taken to prevent profiteering. Dealers are urged to build up reserve stocks during the summer and householders are also warned to lay in stocks during summertime. The control of export bunkering continues.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

ANGLO-JAPANESE ALLIANCE.

LONDON, June 4th.

Replying to a question in the House of Commons, Mr. Cecil Harmsworth stated that the question of the future of the Anglo-Japanese Alliance is being considered, but the time for a decision on the subject has not yet arrived.

SIGNOR AMELIAS' SUCCESS.

SATURDAY NIGHT'S CONCERT AT CITY HALL.

It was partly due to the counter-attraction of the flying demonstrations at Repulse Bay and partly, probably, to the terror which the mention of classical music inspires in many that the audience was extremely poor at the City Hall on Saturday night when Signor D. F. Amelias gave a convincing proof of his talents as a mandolinist and Mme. Silvestri provided by her singing musical moments of keen enjoyment. Those who did not hear Signor Amelias' rendering of Liszt and Brahms missed a great opportunity of studying the possibilities of the mandoline. It was in the Hungarian dances of the two masters as clearly as in Sarasate's, the Spanish composer and violinist's, work that Signor Amelias showed his mastery of the mandolin. Mme. Silvestri contributed selections from Pinzuti, Ponchielli, Cimino and Puccini. One could not help feeling that the smallness of the hall did not allow full scope to Mme. Silvestri's vocal powers. The way, however, in which the singer overcame the acoustic obstacles and preserved a clear enunciation throughout was in itself no mean achievement. Both Signor Amelias and Mme. Silvestri deserved a better reception in Hongkong.

ENFORCED CHURCHGOING.

AMAZING CASE IN U.S.

The State of Maryland is in a turmoil over the tragic shooting of Roland Parks, a 17-year-old boy, by a policeman, because he refused to attend church as required by a unique ordinance of Tangier Island, where the incident took place. Tangier, a small fishing community of 3,000 souls, situated in Chesapeake Bay, has been ruled from time immemorial by a strict Methodist sect. There is only one church on the island, and the minister is looked upon by the natives as a supreme being. Absence from church is not only a mark of disgrace, but, according to an old-fashioned law passed in the Puritanical days, and strictly maintained by the older generation of the island, it was unlawful,—and the offender could be thrown into gaol.

In recent years the younger elements, known as Liberals, many of whom have travelled outside the limits of the island, have taken exception to the law, and at the forthcoming elections the religious ordinance will be the paramount issue. Young Parks was on the porch of his father's home when Officer Connorton, the island's lone policeman, ordered him to go indoors or to church. Imbued with the spirit of revolt, Parks refused to do either, and in the struggle that ensued Connorton drew his revolver and deliberately fired. Parks is hovering between life and death, but the majority of the older natives support the policeman in his action, and the town funds will be liberally spent to defend him when he is tried in the county court. They contend that, without some compulsory method, half the church attendance would congregate on street corners or porches, and the religious life of the island would be endangered.

The citizens of Maryland are amazed at the existence of such a narrow and repressive law in the present age, and sentiment against the police official is so strong that threats have been heard to the effect that, if the Courts deal leniently with him, the public will take matters into their own hands. Meanwhile Connorton has been admitted to bail, and has returned to Tangier, where he has resumed his old duties, as determined as ever to see the church filled each Sunday, be the cost what it may.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 2 p.m. on June 5th:—

Cyclone or typhoon south of Naha recurving north-eastward.

Low-pressure area extending from China sea to the Pacific across northern Luzon and the Balingtung Channel. A real typhoon may develop later.

Major W. R. McBain, whose magnificent war record has given so much gratification to Shanghai, made a flight on May 30th at Shanghai on the first aeroplane which can really be said to belong to the Northern Settlement. He is the envied owner of the machine—an Armstrong-Whitworth two-seater, one of the machines that helped to establish British supremacy in all matters connected with aviation. Major McBain took off at about 50 miles per hour. Rising to an altitude of about 3,400 feet he cruised over Pootung at about 94 miles per hour, and after half an hour in the air, descended to Hungjao, circling round twice to ensure a good landing. He alighted perfectly. He was accompanied by a Japanese mechanic, but it is understood that following this successful trial spin, a few favourite friends will be able to take part in future flights.

COLONIAL OFFICE VOTE.

AN IMPERIAL CURRENCY.

On April 26th, the House went into Committee on the vote for the salaries and expenses of the Colonial Office, including a grant in aid of Overseas settlement, Mr. Whitley in the Chair.

Sir J. D. Rees (C.U., Nottingham, East) called attention to the administration of Nyasaland, and suggested that the route of the new railway to be constructed there should run more in accordance with the wishes of the commercial community than was proposed. He also urged that the policy of granting land for cotton growing should be changed, and that a further preference should be given to tobacco grown in that Colony.

Brig.-General Cockerill (C.U., Reigate) said the Government recently decided to change the currency system of Uganda and the Tanganyika territory, and to substitute for the rupee with a legal value of 1s. 4d. the florin of 2s. At the same time it had been decided that in the payment of debts and contracts incurred in rupees the florin was to rank as a rupee. That decision had been received with amazement. The change would increase the indebtedness of every producer by 50 per cent., and inflict permanent injury upon the future financial prosperity of the country. Government inaction had created a position which was disastrous to the producing interest and, only temporarily, to the trading and banking interest. The rupee should be restored to the position from which it should not have been removed. A funded loan should be raised and charged to the whole community to provide any further sums required.

Lieut.-Colonel Amery, in reply, said complaint had been made of the export duty imposed upon tobacco, cotton, and tea, and Sir J. Rees had said very rightly that it should be our policy and our object to encourage the growth of these articles in the British Dominions. He hoped it might not be necessary to impose these duties permanently. If it were made clear, for instance, that they would effectively stop production in Nyassaland, the whole matter would certainly be reconsidered. With regard to the currency question, he certainly wished that there existed to-day a single permanent, stable exchange system throughout East Africa. (Hear, hear.) Such a system would be of immense help to Imperial trade. (Hear, hear.) It would stimulate investment and give an impetus to Imperial trade which foreign trade would not have. He had personally investigated the matter, and hoped it might be possible to secure such a growth of interest in the question, not only in this country, but throughout the Empire, as would lead to practical results. He wanted to secure the permanent stability of sterling, so that people doing business with East Africa would always know where they were, and he wanted to go as far as possible in undoing the effects of the appreciation of silver. He hoped by the working of the exchange law and the issue of token currency to bring the value of the rupee down. By the action the Government had taken they had linked up permanently East Africa with the English sterling, and that seemed to be far more in the interest of the producer of all classes of goods in East Africa than if they had gone on a few years more keeping the whole thing unsettled and hoping to get back to the 1s. 4d. level. What they had done was to get over the period of unsettlement and re-establish fair terms for all interests concerned.

Sir F. Banbury (C.U., City of London) said nothing could be more fatal than for the Government to interfere in the matter of the rupee. In this vote there was no evidence of economy; on the contrary, there were increases and extravagant expenditure.

Mr. Inskip (C.U., Bristol, Central) made an appeal on behalf of the natives of Southern Rhodesia, urging that whenever any of the land reserved to them was required for public purposes adequate compensation should be given.

Earl Winterton (C.U., Horsham and Worthing) called attention to the dissatisfaction existing among members of the Civil Service in Northern Nigeria on the question of leave.

Mr. Spoor (Lab., Bishop Auckland) said so far as native races were concerned, the Labour party stood for the rights of freedom and equality, the abolition of economic exploitation, and the education of the native, so that he could take his place as a free man in the economic and political life of the subject races. He moved to reduce the vote by £100.

Major-General Sir N. Moore (C.U., Islington, North) urged the Government to take a more sympathetic attitude in assisting ex-Service men to emigrate to the Dominions, and particularly he desired that they should co-operate with the Dominion Governments in providing financial assistance.

Colonel Wedgwood (Lab., Newcastle-under-Lyme) said the system of the Colonial Office in regard to West Africa had proved very successful. Natives there were confirmed in the tenure of their land, and the prosperity of these countries was steadily increasing. On the East of Africa the natives were being compelled to work for white men. The Labour party were against this sham slavery.

Mr. Bigland (C.U., Birkenhead, East) assured the Under-Secretary of the support of the 145 hon. members of the Empire Development Committee in any scheme which his department might initiate in the interests of the Empire at large.

Major-General Seely (C. L., Ilkeston) said the House would rejoice to be told that the policy of the Colonial Office was the old policy that we governed for the benefit of our Protectorates as a whole and that indentured labour should go altogether.

Lieut.-Colonel Amery, replying, said it was very difficult to know how long time must be waited until a population could reasonably be expected to welcome a missionary. The policy of the Government all along had been that, except in strictly Moslem districts, they welcomed the missionaries and their Christianising work. The policy of the Colonial Office was exactly as before, that they governed the Colonies in the interests of all sections of the population. Indentured labour existed now in only one or two West Indian Colonies, and in a few months it would automatically cease.

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Messrs. Savory & Moore, Chemists to The King, of New Bond-street, London, recommend Dr. Jenner's Absorbent Lozenges, of which they are the sole manufacturers, as a safe and reliable remedy for Heartburn, Flatulence, Acidity, and Digestive Disorders. The Lozenges are pleasant to take, quite harmless, and give speedy and permanent relief, even in the most stubborn cases.

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	24th June	28th June

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE Agents

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY via MANILA, SANDAKAN & QUEENSLAND PORTS

"GABO" (Cargo only) ... July 2nd.
"HWAH PING" ... July 4th.
"VICTORIA" ...

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.
Agents,
112 Connaught Road Central.

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THINGS THAT MAKE IRELAND LAUGH.

SINN FEIN HAS NOT MURDERED HUMOUR.

[BY R. N. MOORE.]

They still laugh in Ireland.

There are comic-opera touches in the situation; there are outcroppings of humour that, though grim at times, are sufficient to bring out the merriment that is inherent in the Irish character.

A crowd stands watching a raid on business premises in Sackville-street. A picket of British soldiers march up and down, keeping the pathway clear. They march to music provided by the barefooted urchins, who are as thick in the streets of Dublin as the flies in the old four-wheelers that stand by Parnell's statue. And the tune to which these British soldiers keep step is "The Soldier's Song"—the song that is to Sinn Fein what the "Marseillaise" was to Barbaroux's "Six hundred who know how to die," or what "The Red Flag" is to the extremists of Labour. "The Soldier's Song" is proscribed in Ireland. Yet the British troops marched to it and their officers could do nothing. Dublin stood and laughed.

DIGNITY UNDER DIFFICULTIES.

Ireland laughed not so long ago when Lord French went to a wedding. It was a very stylish wedding. The titular ruler of the country proceeded from the Vice-regal Lodge to the ceremony in an armoured car. It is not on record that Lord French laughed. The dark interior of an armoured car is not so comfortable as a limousine. And it is difficult to crawl through the low door and at the same time maintain one's dignity.

They are laughing still over the sale of Sir John Taylor's house. Sir John is the Assistant Under-Secretary of State for Ireland, and he himself will admit that with Sinn Fein he is not popular. His removal has been openly demanded over and over again. Not being popular, Sir John seems to feel it better to remain in the Castle. He does. For over four months he has not passed through the gates. His house became something of an encumbrance. He could not go home. Therefore he offered it for sale.

It was purchased by Mr. Erskine Childers, the well-known author, whose previous residence had been raided by the military but a short time before. Mr. Childers has campaigned against officialdom at the Castle. Ireland sees something funny in the fact that he purchased the home of one of the officials. Perhaps the sum for which the property changed hands gave the transaction a humorous touch.

"SEE THE OTHER WORLD."

Underneath the posters that invite the youth of Ireland to "Join the Army and See the World," has been chalked, "Join the R.I.C., and See the Other World." There is enough truth in the added sentence to make it grim, but enough wit to make the people of Dublin laugh.

The Castle affords much amusement. When the authorities wish to make a surprise raid in the early hours of the morning and arrest some prominent Sinn Feiner whom they have ascertained to be at home, they send the raiding party out in great three-ton motor-lorries, accompanied by armoured cars that can be heard rattling over the cobble-stones half a mile away. They may wonder why they never find their man. And Ireland laughs.

It is well that Ireland still can laugh. If the Irish people should lose their sense of humour and their appreciation of the ridiculous, the storms of to-day would be but the ripple on a mill pond in comparison with the hurricane of hatred that would sweep over the south and west.—*Daily Express.*

THE TALL SHIP PASSES.

The new Cunarder *Scythia*, for all her 20,000 tons, is to have only one funnel. Had she been put into the water before the war she would certainly have had two, not necessarily because her furnaces needed them but because a liner of her size might look odd with only one. And some of us, perhaps are rather wondering just how the *Scythia* will look with but one lonely funnel in all her length of over 600 feet.

Time was when we expected a liner to have two funnels and four masts. Then there was a change in the case of the fastest boats to four funnels and two masts. And by the number of her funnels we came to judge the speed, magnificence, comfort, and safety of a ship.

The shipping companies knew this, says R. H. Bretherton in the *Daily Mail*. The public liked funnels and the public should have them. One famous liner at least was fitted with an unnecessary fourth funnel simply for appearance sake. Without it she could not have hoped to compete with other ships of her class.

But now the funnels are to go, as the masts have already begun to go. The early liner was masted and rigged in a manner that suggested no great faith in steam. We need not be so very old to remember how in our childhood's days we used to see about the shipping offices and railway stations pictures of liners with an extraordinarily low freeboard, battling with sails set on a long array of tall masts, through a splendidly rhythmic sea. Now a pole at each end, to bear aloft flags, lights, and the aerials of the wireless, is all that a liner has.

These poles still rake backwards old-fashionedly. The rake gives an appearance of speed, though it is hard to say why. Though the *Mauretania* lost never a knot of her speed she would certainly look a slower boat if she were suddenly to set her masts upright.

There is no doubt about it, the liner has had hitherto to keep up appearances. The mere cargo boat has not. She has for years been steadily scrapping all that makes a ship dapper and smart.

Long ago she rid herself of the affection of the rake. Then in some cases she abandoned masts altogether and planted her decks with stumpy derricks. And any old funnel, she decided would do for her.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"AGAPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from G down on and after June 4th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after June 10th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before June 24th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 3rd, 1920. [1097

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TALTHYBIUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 3rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all goods remaining undelivered after June 9th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before June 23rd, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 3rd, 1920. 1098

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KARMALA"

Arrived Hongkong, on June 2nd, 1920.

FROM LONDON, MALTA, PORT SAID, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.

Goods not cleared within 5 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, June 2nd, 1920. [1020

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG and SINGAPORE.

THE Steamship

"KWAISANG"

having arrived from the above ports Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th inst. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong, June 2nd, 1920. [1014

DAIRY FARM NEWS

Received new shipments of

LAMB, MUTTON, BEEF, RABBITS, HARES, etc., etc. from—Australia

KIPPERS, FINNAN HADDOCKS, FILLET HADDOCKS direct from the Scottish Fisheries,

HAM ... 60 cents per lb.
BACON IN RASHERS 60 " " "

THE DAIRY FARM & ICE COLD STORAGE CO., LTD. [55

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTER

SHANGHAI	"HOPSANG" ...Tues.,	8th June, D'light
TIENTSIN	"CHIPSHING"...Tues.,	8th June, D'light.
SHANGHAI via SWATOW	"CHOYSANG"..Wed.,	9th June, D'light.
STRAITS & CALCUTTA	"LAISANG"....Wed.	9th June, 3 p.m.
KOBE	"FOOKSANG"Thurs.,	10th June, 5 p.m.
SHANGHAI	"LOKSANG"....Thurs.	10th June, D'light.
MANILA	"LOONGSANG" Fri.,	11th June, 3 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about June 9th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARDIGANSHIRE"	9th June.
"GLENSANDA"	25th June.
"GLENGYLE"	30th June.
"GLENTARA"	12th July.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"CARMARTHENSHIRE"	3rd July	LONDON & ANTWERP
"GLENGYLE"	26th July	GENOA, LONDON & ANTWERP.
"CARDIGANSHIRE"	28th July	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.,

AGENTS: { The Glen Line, Ltd: / The Royal Mail Steam Packet Co / Owners of "Shire" Line:

Tel. No. 215, sub. ex 12.

Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sannomiy
3844, 39-2

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each
Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, Byrn, Kobe.

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SHIPPING NEWS

ARRIVALS.

June 4th.

Amherst, British str., 215 tons, Capt. Jones, from Fremantle and Sebarik, with a cargo of sandalwood.—Ah Kwan.

Chang Chow, British str., 1,905 tons, Capt. Patridge, from Hongay, with a cargo of coal.—B. & S.

Hok Canton, Chinese str., 358 tons, Capt. Lewingdon, from Saina Bay and Hoihow, with a cargo of salt.—Yat Hing & Co.

Huntsend, British str., 5,116 tons, Capt. C. E. Stuart, from Ching Wan Tao, in ballast.—J. M. & Co.

Kildonan Castle, British str., 5,130 tons, Capt. H. Strong, from Bombay, which port she left on May 19th, with a general cargo.—P. & O.

Ningpo, British str., 1,224 tons, Capt. Freer, from Bangkok and Hoihow, with a general cargo.—B. & S.

Tungwah, Chinese str., 716 tons, Capt. Newberg, from Shanghai, with a general cargo.—C.M.S.N. Co.

June 5th.

Chofu Maru, Japanese str., Capt. Miyamato, from Whampoa, in ballast.—Dodwell & Co.

Chongqing, British str., 2,283 tons, from Shanghai, with a general cargo.—J. M. & Co.

Drafar, Norwegian str., 1,102 tons, Capt. S. Olsen, from Canton, in ballast.—Thoresen & Co.

Glenfalloch, British str., 1,424 tons, Capt. Holmes, from Singapore, with a general cargo.—Seng Soon Hong.

Georgy, Russian str., 777 tons, Capt. Waitweek, from Touraine, with a general cargo.—Chong Fat.

Kamui Maru, Japanese str., 193 tons, Capt. Matsuo, from Keelung, with a cargo of coal.—M.B.K.

Meichi Maru, Japanese str., 1,981 tons, Capt. Shinowara, from Bombay, with a general cargo.—N. Y. K.

Saba, Norwegian str., 585 tons, Capt. Anderson, from Wakamatsu, with a cargo of coal.—Thoresen & Co.

Sanrakuya Maru, Japanese str., 2,730 tons, Capt. Takada, from Sandakan, with a general cargo.—O. S. K.

Wugo Maru, Japanese str., 2,222 tons, Capt. Ichida, from Ching Wan Tao, with a cargo of coal.—Dodwell & Co.

Yachigo Maru, Japanese str., 784 tons, Capt. Yoshida, from Whampoa, in ballast.—Dodwell & Co.

June 6th.

Chipshang, British str., 1,199 tons, Capt. Nicholl, from Canton, with a general cargo.—J. M. & Co.

Chun Sang, British str., 1,418 tons, Capt. Cummings, from Sandakan, with a general cargo.—J. M. & Co.

Han Hong, British str., 1,270 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—Douglas Line.

Hanoi, French str., 739 tons, Capt. Le Poulain, from Port Bayard, with a general cargo.—Lapicque.

Hop Sang, British str., 1,356 tons, Capt. Fergason, from Canton, with a general cargo.—J. M. & Co.

Hsinchang, Chinese str., 1,258 tons, Capt. Capt. Wallace, from Canton, with a general cargo.—C. M. S. N. Co.

Hutchone, British str., 1,220 tons, Capt. Lovegrove, from Canton, with a general cargo.—B. & S.

Lai Sing, British str., 2,225 tons, Capt. Mooney, from Moji, with a general cargo.—J. M. & Co.

Shun Shing, Chinese str., 297 tons, Capt. Souza, from Kwong Chow Wan, with a general cargo. Po On.

Taishun, Chinese str., 1,216 tons, Capt. Halkett, from Shanghai, with a general cargo.—C. M. S. N. Co.

Tai Sze Ma, Chinese str., 402 tons, Capt. Maker, from Hoihow, with a general cargo.—Yan Fat.

Teiresias, British str., 4,821 tons, Captain J. Riepenhausen, from Shanghai, with a general cargo.—B. & S.

Tung Shing, British str., 1,886 tons, Capt. Purkins, from Saigon, with a cargo of rice.—J. M. & Co.

Tungshing, Chinese str., 168 tons, Capt. Udden, from Canton, with a general cargo.—Kwang Hing.

West Hepburn, American str., 3,495 tons, Capt. L. C. Wirth, from Shanghai, with a general cargo.—Robert Dollar & Co.

VESSELS EXPECTED.

Akita Maru (Hamburg line), from Rotterdam, due July 5th.
Alcinbus, due July 3rd.
Atsuta Maru, from London, due June 30th.
Bellerophon, due July 13th.
Bombay Maru (Bombay line), from Kobe, due June 9th.
Demodocus, due June 27th.
Deucalion, due June 16th.
Ecuador, due June 9th.
Elpenor, due June 14th.
Empress of Russia, from Vancouver, due June 24th.
Fushimi Maru, from Seattle, due June 7th.
Kimi Maru (Bombay line), from Bombay, due June 20th.
Kitano Maru (European line), from Japan, due June 10th.
Laomedon, due June 26th.
Ningchow, due July 18th.
Persia Maru, from San Francisco, due June 27th.
Pyrrhus, due June 28th.
Shini Maru (Bombay line), from Bombay, due June 19th.
Shinyo Maru (Calcutta line), from Kobe, due June 9th.
Shinyu Maru, from Calcutta, due June 19th.
Shinyo Maru, from San Francisco, due June 8th.
Stiegerwald, due July 23th.
Theseus, due June 24th.
Tyndareus, from Seattle due June 15th.

PASSENGERS

ARRIVALS.

Per s.s. *Kildonan Castle*, on June 4th:—Mr. Randall, Mr. Hiscock, and Capt. and Mrs. Fisher.

Per s.s. *Chongqing*, on June 5th:—Mr. Cravy and Mr. Cromwell.

Per s.s. *Hai Hong*, on June 6th:—Mr. N. S. Moses, Mr. L. A. Hurlow, Mr. Jenkins, Mr. and Mrs. Meyer.

DEPARTURES.

Per s.s. *Idomeneus*, on June 5th:—Capt. P. J. C. Daniels, Capt. E. F. Lawson, Mr. W. F. Henderson, Mr. J. Smith, Mr. Jansen, Mr. N. Williamson, Mr. R. A. Ferguson, Mr. C. L. Phillips, Mr. A. Fillingham, Mr. W. E. Wakeham, Lieut. P. A. Jones, Lieut. W. McKee, Lieut. C. Pearce, Lieut. J. Wright, Mr. C. A. Fulcher, Mr. H. Thomson, Lieut. J. Scott, and Lieut. J. G. Judd.

Per s.s. *Delta*, on June 5th:—Mr. Thomas Cock, Miss Hanisch, Miss Baker, Mr. and Mrs. Baker, Mrs. E. Lawson, Sir William and Lady Maxwell, Mrs. Hanisch, Mrs. W. M. Pett, Miss Tanner, Miss M. Hodges, Mr. and Mrs. H. A. Cartwright, Mr. and Mrs. J. Symons and Miss Symons, Mr. and Mrs. E. Daniel, Miss Engstrom, Miss E. M. Cock, Mrs. Handley, Miss E. Higgs, Mrs. Johns, Miss Symons, Dr. and Mrs. Tavares, Miss Tavares, Mrs. Watling, Mr. and Mrs. G. E. Peet, Mr. J. W. Jameson, Mrs. Stringer, Mr. W. V. Doherty, Mrs. D. K. Moss, Mr. and Mrs. W. J. Harrison, Mr. and Mrs. Buckley, Mr. and Mrs. Rumble, Miss Bradley, Mr. and Mrs. H. R. Harling, Mrs. Moore Bennett, Major Wingate Saul, Mr. H. F. Lawson, Mr. and Mrs. Bridger, Miss Bridger, Miss J. Graham, Miss D. Graham, Mr. and Mrs. Eamston, Mr. Westerman, Mr. S. B. Chamberlain, Mr. H. H. Gray, Mr. W. Woodley, Mr. C. Bond, Lieut.-Col. Charsman, Miss L. M. Dawson, Mr. S. Lord, Mr. Beck, Mrs. Wiggin, Mr. F. R. J. Adams, Mr. and Mrs. Warren, Mr. J. French, Mr. Haven, Mr. Murphy, Mr. M. Rice, Mr. and Mrs. Woodridge, Mr. F. A. Redmond, Mr. W. C. Bird, Mr. Bell, Inspector Watt, Miss Chandler, Mrs. Edwards, Miss F. H. Culverwell, Mr. J. P. Robinson, Mr. and Mrs. G. Martin, Miss Martin, Mr. and Mrs. Hermitage, Mr. and Mrs. J. C. Hall, Mrs. Kitching, Mrs. Parsons, Miss Ramsay, Miss Watt, Inspector and Mrs. Cushman, Mr. Bonner, Mr. and Mrs. Robinson, Mr. A. A. Olsen, Mr. Thomas, Mrs. Bullin, Mr. and Mrs. Everest, Miss K. B. Evans, Mr. and Mrs. Strike, Mrs. Watt and the Misses Watt, Mr. Mace, Mr. Elson, Mr. and Mrs. J. W. Inglis, Mrs. Nish, Misses Dixon, Mr. Levitsky.

SHIPPING MOVEMENTS.

The s.s. *Methven* left Vancouver for Hongkong on May 20th and is due here on or about June 28th.

The N.Y.K. s.s. *Bombay Maru* (Bombay line) left Moji for this port on June 4th and is expected here on June 9th.

The *Shingo Maru*, with mails from the U.S.A., Japan and Shanghai, reached Manila on June 4th, left that port yesterday and is due in Hongkong to-morrow.

The N.Y.K. s.s. *Nikko Maru* (Australian line) left Sydney for this port *viâ* Manila on June 3rd and is expected here on June 23rd.

The N.Y.K. s.s. *Shingo Maru* (Calcutta line) left Moji for this port on June 4th and is expected here on June 9th.

CHINA COAST METEOROLOGICAL REGISTER.

JUNE 6TH, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind: Direction	Wind: Force	Weather
Vladivostock	6 a	—	—	—	—	—	—
Nemuro	5 a	—	—	—	—	—	—
Hakodate	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishigakijima	„	—	—	—	—	—	—
Bonin Island	„	—	—	—	—	—	—
Weihaiwei	6 a.	—	—	—	—	—	—
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	29.60	57	100	NE	1	b
Gutzlaff	„	29.75	66	100	E	1	o
Sharp Peak	7 a.	29.77	73	82	—	0	b
Amoy	6 a	29. 4	78	86	W	1	b
Swatow	„	29.80	73	86	NE	1	o
Taihoku	„	29.73	63	96		0	b
Taichu	„	29.71	68	—	—	0	b
Tainan	„	29.71	63	—	N	2	b
Koshun	„	29.72	72	—	NNE	2	b
Pescadores	„	29.52	72	—	N	4	b
Canton	„	29.72	76	95	E	1	b
Hongkong	„	29.72	75	89	—	0	o
Cap Rock	„	29.70	—	—	NNE	2	b
Macao	„	29.69	77	86	ESE	4	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phuliên	7 a.	29.67	79	87	ENE	2	b
Touraine	„	29. 5	79	—	S	4	o
Cape St. James	„	29.67	77	—	SW	4	o
Aparri	6 a.	—	—	—	—	—	—
Dagupan	„	—	—	—	—	—	—
Manila	„	—	—	—	—	—	—
Legaspi	„	—	—	—	—	—	—
Tacloban	„	—	—	—	—	—	—
Iloilo	„	—	—	—	—	—	—
Surigao	„	—	—	—	—	—	—
Guam	4 p	—	—	—	—	—	—
Labuan	6 a	—	—	—	—	—	—

T. E. CLAXTON, *Director*.

1. BAROMETER, reduced to 32 degrees Fahrenheit, in the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, m overcast, p passing showers, q squally rain, r rain, s snow, t thunder, v visibility, w dew.
7. RAIN, in inches, tenths and hundredths.

WEATHER REPORT.

June 6th, at 11.52.—No returns from Japan, Vladivostock, Weihaiwei and the Philippines. Changes of pressure are slight at the few stations reporting.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 32.55 inches against an average of 70.43 inches.

N.B.—No weather map will be issued.

The forecast for the 24 hours ending at noon to day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	E. winds, moderate; fair.
Formosa Channel	N. winds, moderate to fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG TIDE TABLE.

From 7th to June 13th, 1920.

Days of Week	Days of Month	H'kong Standard Time.	Height.	H'kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	7	m 2 58	4 0	m 5 16	3 7
		m 11 47	6 3	7 57 a	6
Tues.	8	m 3 1	4 0	m 5 53	3 8
		0 30 a	5 9	8 44 a	1 8
Wed.	9	m 3 51	4 3	m 7 12	4 0
		1 38 a	5 5	9 53 a	2 1
Thur	10	m 4 29	4 8	m 9 21	3 8
		3 14 a	5 0	10 22 a	2 2
Fri.	11	m 5 5	5 1	m 11 14	3 3
		4 49 a	4 7	11 7 a	2 4
Satur	12	m 5 40	5 7	0 30 a	2 6
		6 1 a	4 6	11 52 a	2 5
Sun	13	m 6 16	6 4		
		7.16 a	4 5	1 27 a	1 9

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1919.

With INDEX, Price $7.50.

On sale at the HONGKONG DAILY PRESS Office.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK via JAPAN PORTS, SAN FRANCISCO &c.	Amazon Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
NEW YORK & HAVANA via KOBE, &c.	Toyooka Maru	Jap.	Nippon Yusen Kaisha	Middle of June.
NEW YORK & BOSTON via PANAMA	Wyteville	Am.	The Admiral Pacific S.S. Co.	About 9th inst.
NEW YORK via PANAMA	Deucalion	Brit.	The Bank Line, Ltd.	On 8th July.
NEW YORK via PANAMA CANAL	Lowther Castle	Brit.	Dodwell & Co., Ltd.	End of July.
BOSTON & or NEW YORK via SUEZ CANAL	Slavic Prince	Am.	Shewan, Tomes & Co.	About 10th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 13th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 16th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 3rd July.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Persia Maru	Jap.	Toyo Kisen Kaisha	On 5th July.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Tsuruga Maru	Jap.	Nippon Yusen Kaisha	On 21st inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Grosskeys	Am.	The Admiral Line Pacific S.S. Co.	About 18th inst.
SEATTLE, TACOMA, VICTORIA VANCOUVER &c.	Maquan	Am.	Frank Waterhouse & Co.	About 20th inst.
SEATTLE & VICTORIA via J. PORTS, SHANGHAI, &c.	Fushima Maru	Jap.	Nippon Yusen Kaisha	On 15th inst. at 11 A.M.
PORTLAND	Montague	Am.	The Admiral Line Pacific S.S. Co.	About 17th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Monteagle	Brit.	Canadian Pacific O.S. Ltd.	On 8th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.	On 1st July.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Chicago Maru	Jap.	Osaka Shosen Kaisha	On 8th inst.
MARSEILLES & LONDON via STORR PANG &c.	Nellore	Brit.	P. & O.-B. I. & A. L.	About 16th inst.
MARSEILLES via HAIPHONG, SAIGON, STORR &c.	Porthos	Fren.	Messageries Maritimes	About 28th inst.
MARSEILLES Liverpool, ANTWERP S. AM. PORTS &c.	Tokiwa Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	Kitano Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
LONDON & ANTWERP	Havre Maru	Jap.	Osaka Shosen Kaisha	On 15th inst.
LONDON & ANTWERP	Carmarthenshire	Brit.	Jardine, Matheson & Co., Ltd.	On 3rd July.
LONDON & HAMBURG	Kathlamba	Brit.	The Bank Line, Ltd.	Second half July.
BOMBAY & COLOMBO via SINGAPORE	Bombay Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
BOMBAY & COLOMBO	Ganges Maru	Jap.	Osaka Shosen Kaisha	On 9th inst.
SINGAPORE, PENANG & BELEWAN-DELI	Van Waerwyck	Dut.	Java-China-Japan-Lijn	On 15th inst.
SINGAPORE, PENANG, CEBU, ADEN, P. S. & TRIESTE	Pilsna	Brit.	Dodwell & Co., Ltd.	About 12th Aug.
STRAITS & CALCUTTA	Laisang	Brit.	Jardine, Matheson & Co., Ltd.	On 9th inst. at 3 P.M.
CALCUTTA via STRAITS & RANGOON	Arratoon Apcar	Brit.	P. & O.-B. I. & A. L.	On 7th inst., at 1 P.M.
CALCUTTA & RANGOON via SINGAPORE & PENANG	Shingo Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
LOS ANGELES, CALIFORNIA, U.S.A.	West Hixton	Am.	Los Angeles Pacific Nav. Co.	About 17th inst.
AUSTRALIAN PORTS via SANDAKAN	St. Albans	Brit.	P. & O.-B. L. & A. L.	About 21st July.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 28th inst.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., at 11 A.M.
AUSTRALIAN PORTS via MANILA	Gabo	Chi.	The China & Australia S.S. Co.	About 2nd July.
SYDNEY & MELBOURNE	Mitsuki Maru	Jap.	Osaka Shosen Kaisha	On 14th inst.
SOUTH AMERICAN PORTS via CAPE	Kawachi Maru	Jap.	Nippon Yusen Kaisha	Beginning of July
BUENOS AIRES, RIO DE JANEIRO, SANTOS, &c.	Seattle Maru	Jap.	Osaka Shosen Kaisha	On 4th July.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO &c.	Kiyo Maru	Jap.	Toyo Kisen Kaisha	On 12th July.
KOBE	Fooksang	Brit	Jardine, Matheson & Co., Ltd.	On 10th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 23th inst., at 11 A.M.
JAPAN	Samarang Maru	Brit.	Dodwell & Co., Ltd.	About 17th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	Ruichow	Brit.	Butterfield & Swire	On 7th inst. at Daylight.
TIENTSIN	Clipsling	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst., at Daylight.
SHANGHAI, KOBE & YOKOHAMA	Meichi Maru	Jap.	Nippon Yusen Kaisha	On 7th inst.
SHANGHAI	Hopsang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th inst. at Daylight.
SHANGHAI via SWATOW	Choysang	Brit.	Jardine, Matheson & Co., Ltd.	On 9th inst. at Daylight.
SHANGHAI	Sinkiang	Brit.	Butterfield & Swire	On 10th inst., at Noon.
SHANGHAI & KOBE	Madras	Brit	P. & O. B. I. & A. L.	About 11th inst.
SHANGHAI & TSINGTAO	Yingchow	Brit	Butterfield & Swire	On 12th inst., at 4 P.M.
SHANGHAI	Tjibodas	Dut.	Java-China-Japan Lijn	About 13th inst.
SHANGHAI, KOBE & YOKOHAMA	Amazone	Fren.	Messageries Maritime	
AMOY, SHANGHAI & PUKOW	Shantung	Brit	Butterfield & Swire	On 8th inst., at 11 A.M.
SWATOW & BANGKOK	Chengtu	Brit.	Butterfield & Swire	On 8th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	Haihong	Brit.	Douglas Lapraik & Co.	On 8th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Haiching	Brit.	Douglas Lapraik & Co.	On 11th inst., at 2 P.M.
SWATOW, AMOY & FOOCHOW	Hailoong	Brit	Douglas Lapraik & Co.	On 9th inst., at 2 P.M.
TAKAO via SWATOW & AMOY	Shisen Maru	Jap	Osaka Shosen Kaisha	On 9th inst.
MANILA	Loongsang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., at 3 P.M.
SAIGON, BANGKOK & SINGAPORE	Shisen Maru	Jap.	Osaka Shosen Kaisha	On 1st July.
JAVA	Borneo Maru	Brit	Dodwell & Co. Ltd.	About 9th inst.

CPOS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS	FROM HONGKONG	DUE VANCOUVER
* Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
* Monteagle	Aug. 12	Sept 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
* Monteagle	Oct 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

Passages Fares Hongkong to United Kingdom.

EMPRESS OF RUSSIA 16,850 Tons Reg. / EMPRESS OF ASIA 16,850 Tons Reg. — Gold $603 — EMPRESS OF JAPAN 6,000 Tons Reg. / MONTEAGLE 6,163 Tons Reg. — Gold $585

Fares & Sailings Subject to change without notice.

Fares and other Information please apply

HONGKONG OFFICE,

Telephone 76f. Cable address: CANPAC.

CANADIAN PACIFIC OCEAN SERVICES

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA, SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

ALSO

S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual Ports of call.

HONGKONG—CALCUTTA SERVICE.

S.S. "LAKE FAULK" Wednesday, June 9th, for Calcutta via Singapore, Penang and Rangoon.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions
Cable Address "SOCANO."
Telephone 141.

N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports

Cargo to Overland Points U.S in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.
TAJIMA MARU (calling Manila & Keelung)... Wednesday, 30th June, at 11 a.m.
KATORI MARU (calling Manila & Keelung)... Friday, 2nd July, at 11 a.m.
KASHIMA MARU (calling Manila & Keelung) Monday, 16th Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

KITANO MARU... Friday, 11th June, at Noon.
INABA MARU ... Friday 25th June, at Noon.
KAMO MARU ... Friday, 9th July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.

TSURUGA MARU ... Monday 21st June

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... Friday, 9th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIKKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.
TAIAN MARU ... Saturday, 12th June.

CALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Thursday, 10th June.
MALACCA MARU ... Friday, 25th June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.
AKI MARU ... Wednesday, 21st July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MEICHI MARU ... Monday, 7th June.
HEIMEI MARU ... Monday, 7th June.
PENANG MARU ... Wednesday, 16th June.
IKO MARU ... Friday 18th June, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 222 & 293 S. ASUDA, Manager.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK
"SLAVIC PRINCE ... via PANAMA CANAL ... on or about 10th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,
Agents.

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agent.

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"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATHLAMBA ... Second half July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to REISS & Co., CANTON. 33

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer		To Sail	
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	.....	On 7th June,	D'light.
AMOY, SHANGHAI & PUKOW	"SHANTUNG"	.....	On 8th June,	10 A.M.
SWATOW & BANGKOK	"CHENGTU"	...	On 8th June,	11 A.M.
MANILA	"NINGPO"	... ...	On 8th June,	4 P.M.
SHANGHAI	"SINKIANG"	...	On 10th June,	Noon
SHANGHAI & TSINGTAO	"YINGCHOW"	.....	On 12th June,	4 P.M.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheudle service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

☞ BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

TELEPHONE 36. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	TUESDAY,	8th June, at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	FRIDAY,	11th June, at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	TUESDAY,	15th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager. 5

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE
OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.N. CO., LTD.,
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD).

Sailings from Hongkong.

"DEUCALION" ... ... via Suez ... ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE on HONGKONG AND CANTON — THE BANK LINE, LTD., HONGKONG. REISS & CO., CANTON. 114

P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GF WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	16th June.	Marseilles, London & Antwerp.
"KARMALA"	9,000	27th June.	Do.
"DEVANHA"	8,100	17th July.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR"	4,500	7th June 1 P.M.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	21st July.	For Melbourne, via Sandakan Thursday Island, Carin Townsville, Brisbane & Sydney.
"EASTERN"	4,000	13th Aug.	

SAILINGS TO SHANGHAI & JAPAN

"MADRAS"	7,000	11th June.	Shanghai & Kobe.
"DEVANHA"	8,100	19th June.	Shanghai & Japan.
"DILWARA"	5,400	21st June.	Shanghai Only.

CALLS AT ANTWERP
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE
Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

"CROSSKEYS"	About June 15th.
"ICONIUM"	About June 22nd.
"WHEATLAND MONTANA"	About July 12th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"MONTAGUE"	About June 15th.
"WABAN"	About June 23rd.
"ABERCOS"	About July 10th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons. 10,200 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
	July 3rd.	June 19th.

An unsurpassed high-class passenger service.

O. H. RITTER, Princes Buildings, Ice House Street.
Telephone, Passenger Dept. 1934. Telephone, Freight Dept. and Agent 2161.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	20,000	June 13th. (from Yokohama
* SHINYO MARU	22,000	... June 17th.
PERSIA MARU	9,000	... July 5th.
* KOREA MARU	20,000	... July 14th;

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, ALLAO, ARICA AND IQUIQUE,
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	... July 12th.
ANYO MARU	18,500	... Sept. 9th
SEIYO MARU	14,000	Nov. 9th

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd and the Pacific Mail Steamship Co.
Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, Manager
King's Building.

Telephone 2274 and 2275. 34

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date.
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ... ...10,000 ...	On or about —
SHANGHAI (Only) ...		
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"PORTHOS" ... ...20,000 ...	On or about 28th June.
Cargo boat for PORT SAID, HAVRE AN-TWERP and LONDON	"LIEUTENANT DE LA TOUR"	On or About 19th June.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG
—Monthly directly service via Singapore and Port Said.

"HAVRE MARU" (Call Marseilles) ...	Wednesday, 16th June.
"HIMALAYA MARU"	Sunday, 11th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Sunday, 4th July.
"MEXICO MARU"	Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU"	Tuesday, 29th June.
"SAIGON MARU"	End of June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"SHISEN MARU"	Thursday, 1st July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"MITSUKI MARU"	Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"CHICAGO MARU" (call at Manila) ...	Tuesday, 8th June
"ARABIA MARU"	Tuesday, 29th June

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU"	Saturday, 26th June.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"KOSOKU MARU"	Sunday, 20th June.

KEELUNG via SWATOW & AMOY.—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY.

* "SHISEN MARU"	Wednesday, 9th June.
"SOSHU MARU"	Thursday, 17th June

* For Takao (direct)

For sailing dates and further particulars please apply to:—

Y. YASAUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745. 31

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

Due Inwards	About	Sailing	About
S.S. WEST HIXTON ...	June 15th.	S.S. WEST HIXTON ...	June 17th
S.S. WEST MONTOP...	July 10th.	S.S. WEST MONTOP...	July 12th
S.S. WEST HIKA ...	Aug. 10th.	S.S. WEST HIKA ...	Aug. 12th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route. Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

Head Office:—Los Angeles, Calf. Hongkong Office:—Prince Building, Chater Rd. Tel. No. 1062.
Branch Office:—Kobe, Shanghai, Manila, Singapore.

CHAS. E. RICHARDSON
General Agent for South China.

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POST OFFICE NOTICE.

INWARD MAILS

From	Per	Due
Japan, Shanghai and Manila	*Fushimi Maru*	7th June.
Shanghai	*Sinkiang* ...	7th June.
Europe (via Negapatam)	*Fooksang* ...	8th June.
U.S.A., Japan and Manila	*Shingo Maru* ...	8th June.
Japan	*Bombay Maru* ...	9th June.
Japan	*Shingo Maru* ...	9th June.
Straits	*Penang Maru* ...	9th June
Shanghai and Japan	*Kitano Maru* ...	10th June.
Straits and Calcutta	*Shinryu Maru* ...	12th June.

OUTWARD MAILS.

For	Per	Date
Saigon	*Azumasan Maru* ..	Monday, 7th, 8.00 A M
Straits, Bangkok, Calcutta and Aden ...	*Arratoon Apear*...	Monday. 7th, Noon
*Shanghai and *North China	*Hopsang*	Monday. 7th 5.00 P M
Tientsin	*Chipshing*	Monday. 7th. 6.00 P M
Amoy, *Shanghai and *North China... ..	*Shantung*	Tuesday, 8th, 9.00 A M
Formosa via Keelung, Shanghai and N. China, Japan via Moji, Canada, United States, Central and South America, *EUROPE via VANCOUVER, B.C.	*Monteagle* ..	Tuesday, 8th. Registration .. 9.15 A M Letters ... 10.00 A M
*Swatow and *Bangkok	*Chengtu* ...	Tuesday, 8th, 10.00 A M
Philippine Islands, *Japan via Moji, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C.	*Chicago Maru*	Tuesday, 8th, Registration 9.15 A M Letters 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via ~~Dhanushkodi, Egypt &~~ *EUROPE via SUEZ	*Triesties*	Tuesday, 8th, Registration 9.45 A M Letters ... 0.30 A M
The Parcel Mail will be closed on Monday, June 7th, at 5 p.m.		
Swatow, Amoy, and Foochow	*Hai Hong* ...	Tuesday, 8th, 1.00 P M
Philippine Islands	*Ningpo* ...	Tuesday, 8th, 3.00 P M
Swatow, *Shanghai, and *North China ..	*Choysang*	Tuesday, 8th. 5.00 P M
Shanghai, and North China	*Sinhsang* .. .	Thursday, 10th, 11.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India, via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Kitano Maru*	Friday 11th, Registration 9.45 A M Letters ...10.30 A M
Swatow, Amoy, and Foochow	*Haicheng* ...	Friday, 11th, 1.00 P M
Philippine Islands	*Loongsang* ...	Friday 11th, 2.00 P M.
Shanghai and North China	*Yingchow* ...	Saturday, 12th, 3.00 P M
Shanghai, N. China, Japan via Nagasaki, Canada, United States, Central and South America, and *EUROPE via VICTORIA	*Fushimi Maru*	Tuesday, 15th, Registration 8.45 M Letters ... 9.30 A M
Swatow, Amoy and Foochow	*Hai Loong* ..	Tuesday, 15th, 1.00 P M
Shanghai, N. China and Japan, via Kobe ..	*Iyo Maru*	Friday, 18th, 10.00 A M
Philippine Islands, Australia and New Zealand via Thursday Island ...	*Tango Maru*	Wednesday, 23rd, Registration 8.45 A M Letters 9.30 A M
Japan via Nagasaki	*Nikko Maru* ...	Friday, 25th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	*Inaba Maru*	Friday, 25th, Registration 9.45 A M Letters ... 10.30 A M
Philippines Islands, *Formosa via Keelung, *Shanghai, *North China, *Japan via Moji, *Canada, *United States, *Central and South America and *EUROPE via VICTORIA, B.C.	*Tajima Maru*	Wednesday, 30th Registration 8.45 A M Letters ... 9.30 A M
		—July:—
*Shanghai, *N. China & *Japan via Kobe ...	*Atsuta Maru*	Thursday, 1st, 10.00 A M
Philippine Islands, *Formosa via Keelung, Shanghai, *North China, *Japan via Nagasaki, *Canada, *United States, *Central and South America, and *EUROPE via VICTORIA, B.C.	*Katori Maru*	Friday, 2nd. Registered ... 8.45 A M Letters 9.30 A M

* Correspondence bearing vessel's name only.

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Regular monthly service from

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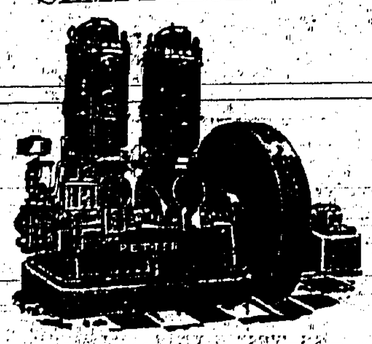

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WM. C. JACK & CO., LTD.,

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA. [20

COMMERCIAL.

OPENING QUOTATIONS.

	June 8th.
On London.—	
Telegraphic Transfer	4/-
Bank Bills, on demand	4/-
Bank Bills, at 30 days sight	4/-
Bank Bills, at 4 months' sight	4/1
Credits, at 4 months' sight	4/2
Documentary Bills, 4 months' sight	4/1
On Paris.	
Bank Bills, on demand	—
Credits, 4 months' sight	1080
On New York.—	
Bank Bills on demand	79½
Credits, at 60 days' sight	81¼
On Bombay.—	
Telegraphic Transfer	193
Bank Bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	193
Bank Bills, on demand	nom.
On Shanghai.—	
Bank Bills, at sight	nom
Private, 30 days' sight	nom.
On Yokohama.—On demand	152
On Manila.—On demand—Peso	164½
On Singapore—On demand	175
On Batavia.—On demand	206
On Haiphong.—On demand	nom.
On Saigon—On demand	nom.
On Bangkok.—On demand	52
Sovereigns, Bank's Buying rate	$ 4.85 n.
Gold Leaf 100 fine, per tael	$13.40
Bar Silver per oz	—

Subsidiary Coins.

	Per cent.	
Hongkong...20 cents piece	$0.00	Discount.
Hongkong...10 "	0.92	"
Canton ...20 "	6.70	"
Canton ...10 "	0 00	Premium.

HONGKONG METEOROLOICAL REGISTER.

~~Hongkong Observatory, June 8th.~~

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer	29.69	29.72	29.70
Temperature	82	75	81
Humility	73	89	74
Wind Direction	East	calm	East
" Force	2	0	3
Weather	c	o	b
Rain	—	—	—

Highest open-air Temperature on 5th ...84

Lowest open-air Temperature on 6th ...75

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.

N. J. STABB,
Chief Manager.

Hongkong, November 2nd., 1919. 9

THE BANK OF TAIWAN LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 37,500,000
Reserve Funds	" 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

Hongkong Branch,
3, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [42

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London, E.C. 3.

Authorised Capital	£1,500,000
Subscribed	1,500,000
Paid-up	750,000
Reserve Fund & Rest	846,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:
Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Kota Bhara, Port Louis (Mauritius).

Hongkong Branch.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong April 30th, 1920. [44

A Quarter Deck Council—Unanimous decision in favour of

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Possess an individuality and distinction that never fails to charm.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorized Capital	F. 250,000,000
Subscribed Capital	F. 150,000,000
Paid Up	F. 75,000,000
Subscribed by the Government of the Chinese Republic	F. 50,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. Pong Wai Ting, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 11th, 1920. [109

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	3,187,400.00

HEAD OFFICE:—PEKING

HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE PEI,
Manager.

Hongkong, February 6th, 1920. 84

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [93

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. Parr—Chairman.
A. H. Compton, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnson
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Patvenden, Esq
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Acting Manager:
Shanghai—G. H. Stitt, Esq.

London Bankers:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920. 8

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	Frs. 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Nouméa	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Priom-Penh	Vladivostock
Hanoi	Pondichery	

Bankers.
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et de-Paye-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, December 1st, 1919. [76

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